

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, July 9, 2009  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chambers

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7:30 AM	1.	<b>CALL TO ORDER &amp; DECLARATION OF A QUORUM</b>	<b>Carlotta Collette, Chair</b>
7:32 AM	2.	<b>INTRODUCTIONS</b>	<b>Carlotta Collette, Chair</b>
7:35 AM	3.	<b>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</b>	<b>Carlotta Collette, Chair</b>
7:40 AM	4.	<b>COMMENTS FROM THE CHAIR &amp; COMMITTEE MEMBERS</b>	
	*	• Regional Transportation Plan “Call for Projects” Released	
	*	• High Speed Rail Letter to ODOT	
7:45 AM	5.	<b>CONSENT AGENDA</b>	<b>Carlotta Collette, Chair</b>
	*	• Consideration of the JPACT Minutes for June 11, 2009	
	6.	<b><u>ACTION ITEMS</u></b>	
7:50 AM	6.1	* Transportation Systems Management and Operations (TSMO) Action Plan – <b><u>DIRECTION REQUESTED</u></b>	<b>Deena Platman</b> <b>Jim Peters, DKS Associates</b>
	7.	<b><u>INFORMATION / DISCUSSION ITEMS</u></b>	
8:10 AM	7.1	* 2010-13 MTIP Policy and Process Retrospective Report – <b><u>INFORMATION</u></b>	<b>Amy Rose</b>
8:15 AM	7.2	# House Bill 2001 – Related Next Steps – <b><u>INFORMATION</u></b>	<b>Andy Shaw</b>
8:20 AM	7.3	# Transportation for America Reauthorization Update – <b><u>INFORMATION</u></b>	<b>Andy Cotugno</b>
8:25 AM	7.4	# Tolling in Oregon – <b><u>INFORMATION</u></b>	<b>Dave Williams, ODOT</b>
8:40 AM	7.5	* Making the Greatest Place Tools and Publications: <ul style="list-style-type: none"><li>• Regional Population and Employment Range Forecasts</li><li>• Preliminary Urban Growth Report: Employment Trends</li><li>• Preliminary Urban Growth Report: Residential Trends</li><li>• Preliminary Housing Needs Analysis</li><li>• Urban and Rural Reserves materials</li></ul>	<b>Stephan Lashbrook</b>
9 AM	8.	<b>ADJOURN</b>	<b>Carlotta Collette, Chair</b>

\* Material available electronically.  
\*\* Material to be e-mailed at a later date.  
# Material provided at meeting.  
All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov).  
To check on closure or cancellations during inclement weather please call 503-797-1700.

## 2009 JPACT Work Program

7/2/09

<p><b><u>July 9, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• ODOT Tolling Policy – Information</li><li>• Draft TSMO Action Plan – Direction</li><li>• RTP investment strategy – Status Report</li><li>• MTIP Policy and Process Retrospective Report</li><li>• Making the Greatest Place tools and publications</li><li>• House Bill 2001: Related Next Steps – Information</li><li>• Transportation for America Reauthorization – Status Update</li></ul>	<p><b><u>August 13, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Preliminary draft RTP elements and performance targets – Discussion</li><li>• Freight Action Plan – Adoption</li><li>• 2010-15 TriMet Transit Investment Plan – Review/Comment</li></ul>
<p><b><u>September 10, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Preliminary draft RTP Elements – Discussion</li><li>• Health assessment health impact assessment on policies reducing VMT in Oregon metropolitan areas – Information</li><li>• Sunrise Corridor Locally Preferred Alternative</li></ul> <p><b><u>Dates To Be Determined – RTP Public Hearings</u></b></p>	<p><b><u>October 8, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Making the Greatest Place Presentation:<ul style="list-style-type: none"><li>○ Chief Operating Officer Recommendation on Making the Greatest Place – Discussion</li><li>○ Draft RTP elements – Discussion</li><li>○ TSMO Refinement Plan Review – Information</li></ul></li></ul>
<p><b><u>November 12, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Approve air quality conformity analysis of 2010-13 MTIP (including Regional Flexible Funds)</li><li>• Approve 2010-13 MTIP(including Regional Flexible Funds)</li><li>• TSMO Refinement Plan – Adoption</li><li>• Draft RTP elements and public comments</li></ul>	<p><b><u>December 10, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Approve 2035 draft RTP elements, pending air quality conformity – Action</li></ul>

Parking Lot:

- OTREC Visit
- When to Consider LPA/RTP Actions for Sunrise and I-5/99W
- Involvement with Global Warming Commission



Date: June 29, 2009  
To: JPACT and interested parties  
From: Kim Ellis, RTP Project Manager  
Re: 2035 Regional Transportation Plan (RTP) – Call For Projects

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### **Purpose**

Throughout the summer, Metro and its regional partners will be updating the region's transportation priorities as part of the 2035 Regional Transportation Plan (RTP) update. The purpose of this memo is to provide background information on the "Call for Projects" and next steps for finalizing the plan by the end of the year. **Attachment 1** includes the instructions provided to project sponsors for this effort. **Attachment 2** includes a list of Metro staff and jurisdictional contacts.

### **Action Requested**

No action is requested. This is informational.

### **Background**

During the past year, RTP work focused on framing transportation and land-use choices as part of the broader "Making the Greatest Place" effort. This comprehensive effort seeks to integrate local and regional land use and transportation investments to focus future population and employment growth in centers, corridors, employment and industrial areas, in keeping with the 2040 Growth Concept – the region's adopted vision for managing growth.

At the same time, Metro and its regional partners continued to work on other RTP-related efforts: the Sunrise Corridor project, the I-5/99W connector study, the Sellwood bridge study, the high-capacity transit system plan, the regional freight and goods movement plan and the Transportation System Management and Operations (TSMO) plan. Metro also worked with communities around the region to identify their local aspirations and the investments needed to support them.

Now is the time to pull the pieces of these planning efforts together to update investment priorities to support implementation of the 2040 Growth Concept. On June 15, the Metro Council, in conjunction with the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) issued a "call for projects" to refine RTP investment priorities this summer. The RTP goals, draft performance targets and refinement criteria provide policy direction for investment priorities to be brought forward for consideration in the final 2035 RTP.

Two levels of investment will be developed for the 2035 RTP. The first level, the *2035 RTP Federal Priorities* (also known as the Financially Constrained System), will represent the most critical transportation investments for the plan period.<sup>1</sup> The second level, the "state" *2035 RTP Investment*

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<sup>1</sup> The 2035 RTP Federal Priorities will be the basis for findings of consistency with federal metropolitan transportation planning factors, the Clean Air Act and other planning provisions identified in SAFETEA-LU.

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*Strategy*, will represent additional priority investments that would be considered for funding if new or expanded revenue sources are secured<sup>2</sup>; this level of investment is tied to a funding target recommended by JPACT on June 11. The “state” RTP Investment Strategy will be developed to be adequate to serve planned land uses and will be the basis for future local and regional land use decisions.

### **Next Steps**

The Oregon Department of Transportation, TriMet, the South Metro Area Rapid Transit (SMART), the City of Portland, Port of Portland and local coordinating committees have been asked to complete the following three-step process this summer:

- **Step 1:** Review RTP goals and objectives, draft performance targets, system refinement criteria, local aspirations submittal from your community, mobility corridor atlas and needs assessment, current RTP project lists and subarea project maps and new priorities identified through regional plans and studies that are nearing completion. The purpose of this step is to identify gaps in potential solutions and priorities to be included in Steps 2 and 3.
- **Step 2:** Update the federal priorities project list consistent with the financially constrained funding target and the refinement criteria, *recognizing that in some cases no change may be needed*.
- **Step 3:** Identify additional priority projects to include in the “state” RTP investment strategy, consistent with the JPACT recommended funding target, draft performance targets and the refinement criteria included in the “Call for Projects” instruction booklet.

This work is under way; project submittals are due to Metro no later than July 29.

Projects and programs submitted will undergo a system-level performance evaluation, policy review and formal public comment as part of the process of finalizing the RTP. In August, MPAC and JPACT will review the draft project list, funding strategy and policy refinements. Metro staff will begin the performance evaluation and compile an updated draft investment strategy (project list), funding strategy and policy refinements (Chapter 3) to be released for public comment. A 30-day public comment period is planned from September 15 to October 15.

Opportunities to comment will be available on Metro’s website and through a series of public hearings and open house events held throughout the region. JPACT, MPAC and Metro Council will consider public comments, the preliminary system evaluation, and recommended amendments prior to final action (by Resolution) in December. The approval action will direct staff to complete the final analysis, prepare findings and a final document, and develop regional transportation functional plan amendments to guide local plan implementation. A final public comment period will be held in Spring 2010. JPACT, MPAC and Metro Council will review public comments and consider final adoption (by Ordinance) in Summer 2010.

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<sup>2</sup> The 2035 “state” RTP Investment Strategy will be the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

## CALL FOR PROJECTS

# Refining regional transportation priorities

## 2035 REGIONAL TRANSPORTATION PLAN

The Metro Council in conjunction with the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) invites partners to update existing priority projects and identify additional priorities to include in the 2035 Regional Transportation Plan (RTP).



For more information on the RTP update, send e-mail to [rtp@oregonmetro.gov](mailto:rtp@oregonmetro.gov) or call 503-797-1735.

### THE OPPORTUNITY

Throughout the summer, Metro and its regional partners will be updating the region's transportation investment priorities. During the past year, RTP work focused on framing transportation and land-use choices as part of the broader "Making the Greatest Place" effort. This comprehensive effort seeks to integrate local and regional land use and transportation investments to focus future population and employment growth in centers, corridors, employment and industrial areas, in keeping with the 2040 Growth Concept – the region's adopted vision for managing growth.

At the same time, Metro and its regional partners continued to work on other RTP-related efforts: the Sunrise Corridor project, the I-5/99W connector study, the Sellwood bridge study, the high-capacity transit system plan, the regional freight and goods movement plan, and the Transportation System Management and Operations (TSMO) plan. Metro also worked with communities around the region to identify their local aspirations and the investments needed to support them.



Now it is time to pull the pieces of these planning efforts together and update investment priorities to support implementation of the 2040 Growth Concept.

The purpose of this call to update priorities is twofold:

- Provide an opportunity for regional partners to update current federal priorities (adopted as the 2035 RTP Financially Constrained System in 2007) to meet federal planning requirements and respond to the new information.
- Provide an opportunity for regional partners to identify additional priority projects to include in the 2035 RTP Investment Strategy to meet state planning goals and respond to the new information.

### Project submittals are due to Metro no later than July 29, 2009.

In August, the Metro Council, JPACT and MPAC will be briefed on the draft list of projects submitted by eligible sponsors. A public comment period will be held on the draft list from September 15 to October 15, 2009. Opportunities to comment will be available on Metro's web site and through a series of public hearings and open house events held throughout the region.

[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

## SUBMISSION GUIDELINES

### Who submits projects?

Metro staff is requesting the assistance of local and regional partner agency staff to develop and coordinate project submittals.

1. Local county coordinating committees manage project submittals for their county.
2. City of Portland transportation staff manage project submittals within the city.
3. The City of Portland, TriMet, the Oregon Department of Transportation and the South Metro Area Rapid Transit (SMART) submit projects directly rather than through the coordinating committees.
4. The Port of Portland, trails staff, land use staff and parks districts participate in meetings held by their respective county coordinating committees or City of Portland to coordinate their respective project submittals.
5. ODOT determines State Highway System investments to submit within the ODOT funding target in coordination with other local and regional partners. Local agencies are encouraged to include projects on state facilities within their respective funding target.
6. Metro, SMART and TriMet coordinate the identification of transit projects and regional programs to be submitted for the TriMet/SMART/Metro funding target. Local agencies may include transit projects within their funding target if operations costs are also included.

All sponsors should look for opportunities to leverage local, state and regional projects and resources.



Safe, multi-modal transportation options can help manage congestion and improve overall mobility for people and goods.

### For more information call your jurisdictional contact or Metro liaison:

#### Jurisdictional contacts

Ron Weinman, 503-742-4533 (Clackamas County and cities)

Andy Back or Clark Barry, 503-846-3519 (Washington County and cities)

Jane McFarland, 503-988-5050 x29620 (East Multnomah County and cities)

Courtney Duke, 503-823-7265 (City of Portland)

#### Metro liaisons

John Mermin, 503-797-1747 (Clackamas and East Multnomah County and cities)

Josh Naramore, 503-797-1825 (Washington County and cities)

Deena Platman, 503-797-1754 (City of Portland)

## How many projects can be submitted?

Each county and the City of Portland are requested to submit a project list with total project costs no greater than their funding target. The table below lists funding targets for each county and the City of Portland. The funding targets are calculated based on revenue sources identified in 2007 during the federal component of the RTP update and additional revenue sources identified by JPACT in Spring 2009.

A separate funding target has been defined for the Multnomah County bridges. Multnomah County should identify needed projects to adequately maintain the Willamette River Bridges within the Multnomah County financially constrained federal bridge fund revenue forecast. Multnomah County may also coordinate with other agency partners to share the cost of maintaining Multnomah County bridges, where appropriate.

More information on how the funding target assumptions were derived is available upon request.

## FUNDING TARGETS

Shown in millions of 2007 dollars

Jurisdiction	Federal priorities funding target <sup>1,2</sup>	State RTP investment strategy funding target
City of Portland	\$1,429.90	\$2,208.08
Clackamas County and cities	\$1,172.00	\$1,596.49
Multnomah County and cities (excluding City of Portland)	\$934.20	\$1,529.14
Local Willamette River Bridges	\$113.60	\$113.60
Washington County and cities	\$2,051.90	\$2,855.12
TriMet	\$3,078.60 <sup>3</sup>	\$7,568.84
SMART	\$105.20	\$105.20
Metro regional programs	\$325.85	\$325.85
Oregon Department of Transportation	\$3,958.20 <sup>4</sup>	\$4,532.90

1. Project development activities awarded funding in the 2010-13 Regional Flexible Fund process are included in the funding targets and construction for these projects must be included in the updated Federal priorities project list.
2. Metro region capital projects and programs awarded funding in the American Recovery and Reinvestment Act are included in the funding targets and must be included in the updated Federal priorities project list.
3. The transit element of Columbia River Crossing (CRC) project is included in this funding target and must be retained in the updated Federal priorities project list.
4. Metro region projects earmarked in Section 64 of House Bill 2001 and the highway-related element of CRC project are included in this funding target and must be included in the updated Federal priorities project list.



A healthy regional economy depends on efficient freight movement. Efficient freight movement is ensured by good access to well-maintained multi-modal transportation corridors that offer reliable travel times.

## Source of projects

Projects and programs must come from or be included in at least one of the planning documents listed below. Each of these documents has gone through a public process. Projects or programs from sources not listed below must have gone through a public process consistent with Appendix H of the Transportation Public Involvement Policy (adopted June 10, 2004).

- 2007 Federal priorities project list
- 2007 Other projects not included in the Federal priorities project list
- Adopted City and County plans and studies, including concept plans
- Regional High Capacity Transit Plan
- Corridor study recommendations from the OR 217 study, Sunrise Project EIS and the I-5/99W connector study
- Draft Regional Transportation System Management and Operations Plan (TSMO)
- Transportation Control Measures (TCMs) identified in the State Implementation Plan for air quality
- Projects earmarked in Section 64 of House Bill 2001 (required)
- Projects funded through the American Recovery and Reinvestment Act (required)
- Local aspirations submittals
- TriMet Transportation Improvement Program (TIP) or Smart Transit Plan
- Blue Ribbon Committee for Trails and Active Transportation recommended 20 trail packages
- Draft Portland Streetcar System Plan
- Adopted locally-preferred alternatives (LPA) for Milwaukie light rail, Eastside Streetcar, Portland-Lake Oswego Transit Study, the Sellwood Bridge and the Columbia River Crossing
- Draft Regional Freight and Goods Movement Action Plan
- Projects that were awarded funding through the 2010-2013 Regional Flexible Fund process (required)
- Draft Portland Bicycle Master Plan

Compact urban designs with transportation choices that conveniently connect people from their homes to jobs and commercial activity support community vitality and help reduce greenhouse gases.



## System vision and performance targets

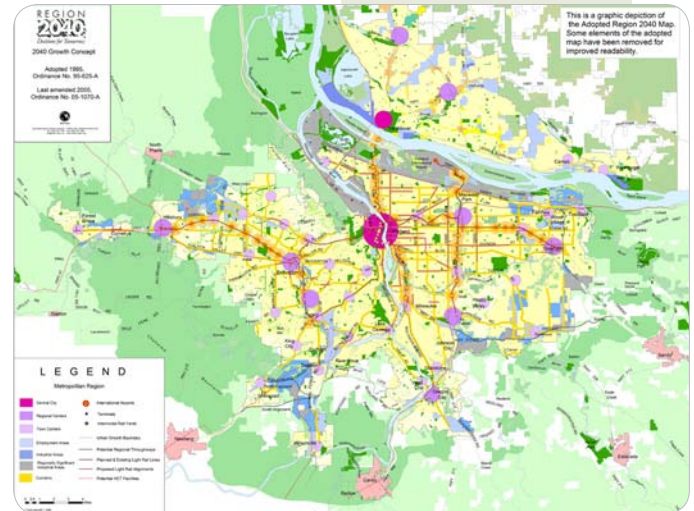
In 1995, the region endorsed the 2040 Growth Concept, an innovative blueprint that seeks to focus future population and employment growth in urban centers, along transportation corridors and in employment areas in a manner that uses land more efficiently and enhances the character and economic vitality of urban communities.

In making growth management decisions, the Metro Council and the Metro Policy Advisory Committee (MPAC) have indicated their desire to weigh policy and investment tradeoffs to produce outcomes that residents of the region have supported. To that end, in the summer of 2008, the Metro Council, following MPAC's recommendation, adopted six desired outcomes that provide guidance for growth management decisions to support the 2040 Growth Concept.



**Desired outcomes for a successful region:**

1. People live and work in vibrant communities where they can choose to walk for pleasure and to meet everyday needs.
2. Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.



Projects and programs must help make progress toward achieving JPACT-endorsed draft performance targets. The targets provide a “measuring stick” to evaluate whether the system of investments is moving the region in the desired direction.

The RTP emphasizes linking transportation investments to the 2040 Growth Concept’s vision for vibrant communities, a healthy economy and environmental stewardship.

**JPACT-ENDORSED DRAFT PERFORMANCE TARGETS <sup>1</sup>**

<b>ECONOMY</b>	<b>Wealth creation</b> – By 2035, increase the number of living-wage jobs in centers and employment and industrial areas by XX percent compared to 2000 through job creation and retention.
	<b>Safety</b> – By 2035, reduce crashes, injuries and fatalities by 50 percent compared to 2005.
	<b>Reliability</b> – By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005.
<b>ENVIRONMENT</b>	<b>Climate change</b> – By 2035, reduce transportation-related carbon dioxide emissions by 40 percent below 1990 levels.
	<b>Active transportation</b> – By 2035, triple walking, biking and transit trips compared to 2005 to reduce vehicle miles traveled per person.
	<b>Clean air</b> – By 2035, achieve zero percent population exposure to at-risk levels of air pollution.
<b>COMMUNITY</b>	<b>Compact urban form</b> – By 2035, increase floor area ratios in centers and corridors by XX percent compared to 2000.
	<b>Affordability</b> – By 2035, reduce the average household combined cost of housing and transportation by 25 percent compared to 2000.
	<b>Equity</b> – By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by public transit for low-income, minority, senior and disabled populations compared to 2000.

1. The draft targets are drawn from federal and state legislation. The actual measure and percent change will be further refined this Summer.

## Project and program refinement criteria for building an integrated land-use and transportation investment strategy

Investments to be emphasized are those that meet one or more of the following refinement criteria:

- Make multi-modal travel safe and reliable
- Target investments to support local aspirations and the 2040 Growth Concept
- Provide multi-modal freight mobility and access
- Expand transit coverage and frequency
- Expand active transportation options
- Reduce transportation-related greenhouse gas emissions
- Address transportation needs of underserved communities



Safe pedestrian and bicycle connections support active lifestyles, improve public health and enhance the quality of life for residents in the region.

### How to list projects and costs

Project/program ideas may either be listed out separately or bundled into a broad programmatic category (e.g., active transportation demonstration projects, regional travel option program, regional transportation system management and operations program, region-wide adaptive signal coordination). Highway, road and transit expansion projects that would need to be modeled for air quality conformity should be specifically identified.

Project development costs should be incorporated into overall project costs. Projects that cost more than \$25 million are encouraged to be submitted as discrete phases of project development (e.g., preliminary design, final design and engineering, right-of-way acquisition, and construction) and/or smaller, logical segments. Construction projects that cost less than \$1 million are not allowed. Projects that cost less than \$1 million should be bundled with other similar projects (e.g., bicycle lane striping projects for a particular area) to be consistent with this requirement.

### Project eligibility requirement

Projects/programs must address the regional transportation system consistent with regional system definition endorsed by JPACT on June 11, 2009.

### Requested endorsements

Each staff-level county coordinating committee is requested to have the policy-level county coordinating committee endorse the projects submitted to Metro. This endorsement could happen before or after the July 29 submittal deadline, but must be obtained prior to the August 13 JPACT meeting.

### Federal priorities Excel form

A “Federal priorities” project list form (in Excel format) will be provided for sponsors to use to update their current financially constrained system. Sponsors should use this form to:

- Identify projects in the current federal priorities list that have been completed
- Identify projects that are no longer being pursued
- Identify committed projects (e.g., those projects earmarked in House Bill 2001 or that have dedicated funding from some other source, such as the 2010-13 Regional Flexible Fund Allocation)
- Update project details on the current federal priorities list
- Add new projects to respond to new information.

### “State” RTP investment strategy Excel form

A “State” RTP Investment Strategy project list form (in Excel format) will be provided for sponsors to use to identify those projects that should be included in the “state” RTP project list for the increment above the Federal priorities list. Sponsors should use this form to:

- Identify committed projects (e.g., those projects earmarked in House Bill 2001 or that have dedicated funding from some other source)
- Update project details for projects on the “state” project list
- Add new projects to respond to new information.

### Project evaluation and review process

Projects and programs submitted will undergo a system-level performance evaluation, policy review and formal public comment as part of the process of deciding which projects are to be included in the final RTP. A public comment period will be held from September 15 to October 15, 2009. The performance evaluation is planned for completion in October 2009. The policy review, performance evaluation and public comments will be considered by the Metro Council, JPACT and MPAC prior to final action in December 2009.

Due July 29, 2009  
Submit project list forms electronically to:

Josh Naramore  
Metro  
600 NE Grand Ave.  
Portland, OR 97232

e-mail: joshua.naramore@oregonmetro.gov

Ensuring equitable transportation access to people of all ages, incomes and levels of ability ensures that residents of a community have access to jobs, school, affordable housing choices and recreation opportunities.



Metro  
People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives  
Metro Council President  
David Bragdon  
Metro Councilors  
Rod Park, District 1  
Carlotta Collette, District 2  
Carl Hosticka, District 3  
Kathryn Harrington, District 4  
Rex Burkholder, District 5  
Robert Liberty, District 6  
Auditor  
Suzanne Flynn

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## TIMELINE

June 10 and 11	MPAC and JPACT provide direction on transportation investment priorities for the RTP. Local and regional agencies will use these instructions to refine project lists in the RTP.
Late June-July	Local and regional agencies refine investment priorities in a series of meetings. Call your local agency and Metro liaison contacts for more information.
No later than July 29	Local agencies submit project list refinements to the RTP financially constrained list and additional priority projects to be included in "state" RTP investment strategy to Metro. Projects must be in the RTP financially constrained list to be eligible for federal funding.
Sept. 15 - Oct. 15	Public comment on RTP policies, projects and funding strategies.
Oct. to Dec. 2009	JPACT, MPAC and Metro Council review public comments, preliminary system analysis, and recommended amendments, and then consider approval (by Resolution).
Jan. - March 2010	Staff completes final analysis, prepares regional, state and federal findings and a final document, and develops functional plan amendments to guide local plan implementation.
Spring-Summer 2010	Final public comment period on final draft RTP. JPACT, MPAC and Metro Council review public comments and consider final adoption (by Ordinance).

## RESOURCES

Several resources will be available as you update and develop your project lists. Metro has land use and transportation staff liaisons for each county and the City of Portland to participate in meetings and assist you.

Maps, documents and related-materials are available to download from Metro's website at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

- Adopted RTP goals
- JPACT-endorsed regional system definition and modal system maps
- Draft Transportation System Management and Operations (TSMO) action plan
- Draft Regional Freight Task Force investment priorities summary
- High capacity transit plan corridor rankings
- 20 Blue Ribbon Committee for Trails and Active Transportation Trail Packages
- Oregon House Bill 2001 earmarked projects
- 2010-2013 Regional Flexible Fund Allocation projects
- Atlas of mobility corridors and needs assessment summary
- Local aspirations submittals
- Project lists by jurisdiction
- Project maps by subarea
- Air Quality Conformity worksheet

## METRO STAFF CONTACTS

2035 RTP update process	Kim Ellis 503-797-1617 kim.ellis@oregonmetro.gov
RTP Finance and Agency Cost Targets	Josh Naramore 503-797-1825 joshua.naramore@oregonmetro.gov
Active Transportation Demonstration Projects	Lake McTighe 503-797-1660 lake.mctighe@oregonmetro.gov
Bicycle, pedestrian and trail projects	John Mermin 503-797-1747 john.mermin@oregonmetro.gov
Boulevard or green street projects	Anthony Butzek 503-797-1674 anthony.butzek@oregonmetro.gov
Freight projects	Deborah Redmond 503-797-1641 deborah.redmond@oregonmetro.gov
Mobility corridors, road and bridge capacity or reconstruction projects	Josh Naramore 503-797-1825 joshua.naramore@oregonmetro.gov
Demand management projects and programs	Caleb Winter 503-797-1758 caleb.winter@oregonmetro.gov
System management and operations projects and programs	Deena Platman 503-797-1754 deena.platman@oregonmetro.gov
Local aspirations	Christina Deffebach 503-797-1921 Christina.deffebach@oregonmetro.gov
Centers or transit-oriented development projects	Megan Gibb 503-797-1753 megan.gibb@oregonmetro.gov
Transit projects and programs	Josh Naramore 503-797-1825 joshua.naramore@oregonmetro.gov
Geographic information system data	Matthew Hampton 503-797-1748 matthew.hampton@oregonmetro.gov

## JURISDICTIONAL CONTACTS

City of Portland	Courtney Duke 503-823-7265 courtney.duke@pdxtrans.org
Clackamas County and cities	Ron Weinman (503) 742-4533 ronw@co.clackamas.or.us
Multnomah County and cities (excluding City of Portland)	Jane McFarland 503-988-5050 x29620# jane.mcfarland@co.multnomah.or.us
Washington County and cities	Andy Back or Clark Berry (503) 846-3519 andy_back@co.washington.or.us clark_berry@co.washington.or.us
TriMet	Alan Lehto 503-962-2136 Lehto@trimet.org
Port of Portland	Susie Lahsene 503-944-7517 susie.lahsene@portofportland.com
ODOT	Rian Windsheimer 503-731-8456 rian.m.windsheimer@odot.state.or.us



June 30, 2009

Matthew Garrett, Director  
Oregon Department of Transportation  
355 Capitol St. NE, Rm. 135  
Salem, OR 97301

Dear Mr. Garrett:

As you know, the American Recovery and Reinvestment Act of 2009 includes a strong commitment to implementing High Speed Rail in the Pacific Northwest Cascades Corridor from Eugene, Oregon, to Vancouver, BC. Because this program will be competition-based with several other states already advancing ambitious proposals, we encourage Oregon to take an aggressive approach to seeking these funds. We believe that strong support at the local level will be essential to bolstering the state's case, particularly in the complex metropolitan areas which potentially bottleneck these corridors. Accordingly, we look forward to working with you to advance this program in our area.

Implementing High Speed Rail through the Portland Metro area is a particularly challenging task. In addition to being the largest origin/destination of passengers in Oregon, our region is also the vital hub of rail freight traffic. There are many slow and congested sections of track that need attention, including points of conflict between passenger and freight trains. The region is operating, building, designing and planning many projects that will need to be coordinated, including:

- Final design of the Milwaukie to Portland Light Rail Transit project,
- Operation of the Westside Express Service (WES) in the Wilsonville to Beaverton corridor,
- Adoption of a long range High Capacity Transit Plan including potential corridors south to Oregon City and east-west from Tigard to Milwaukie through Lake Oswego,
- Rehabilitation of Union Station,
- Upgrades to freight tracks to reduce congestion and improve freight velocity, particularly in the North Portland triangle and access into Rivergate.

In addition, there are long-term questions about components of the region's rail infrastructure such as the role and utility of the Brooklyn and Albina Yards and the adequacy of the privately-owned Columbia River railroad bridge.

On behalf of the Joint Policy Advisory Committee on Transportation (JPACT) and the metro region, we recommend that ODOT apply for a "Track 3 - Planning" grant under the High-Speed Intercity Passenger Rail (HSIPR) Program as described in the recently released interim guidance. We propose this grant to develop a master plan and Draft Environmental Impact Statement for High Speed Rail in the Portland Metro area, carried out on a partnership basis, jointly by ODOT and the region. Through this grant, we can define needed projects to pursue through future funding cycles and ensure effective design integration with other Metro area projects.

Continued coordination is particularly important in light of the “Surface Transportation Authorization Act of 2009” recently released by the House Transportation and Infrastructure Committee, which includes \$50 billion for high speed rail. With the promise of a federal partner in high speed rail implementation in the Cascades Corridor it will be important to ensure that we work together to build the best high speed rail corridor in the country.

We understand ODOT has its hands full implementing projects funded through the American Recovery and Reinvestment Act, in particular submittal of high speed rail pre-applications to the Federal Railroad Administration by the July 10 deadline. We are available to assist in any way possible.

Thank you for your consideration.

Sincerely,



David Bragdon, President  
Metro Council



Carlotta Collette, Chair  
Joint Policy Advisory Committee on Transportation  
Metro Council District 2

Cc: Gail Achterman, Chair, Oregon Transportation Commission  
Kelly Taylor, Administrator, ODOT Rail Division  
Metro Council  
JPACT





**Joint Policy Advisory Committee on Transportation**

**MINUTES**

June 11, 2009

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair  
Rex Burkholder  
Nina DeConcini  
Craig Dirksen  
Fred Hansen  
Donna Jordan  
Jason Tell  
Ted Wheeler  
Don Wagner

AFFILIATION

Metro Council  
Metro Council  
Department of Environmental Quality  
Cities of Washington County  
TriMet  
City of Lake Oswego, Representing Cities of Clackamas Co.  
Oregon Department of Transportation  
Multnomah County  
Washington Department of Transportation

MEMBERS EXCUSED

Sam Adams  
Shane Bemis  
Kathryn Harrington  
Lynn Peterson  
Royce Pollard  
Roy Rogers  
Steve Stuart  
Bill Wyatt

AFFILIATION

City of Portland  
City of Gresham  
Metro Council  
Clackamas County  
City of Vancouver  
Washington County  
Clark County  
Port of Portland

ALTERNATES PRESENT

Jim Bernard  
Jef Dalin  
Dave Fuller  
Susie Lahense  
Dean Lookingbill  
Troy Rayburn

AFFILIATION

Clackamas County  
City of Cornelius, Cities of Washington County  
City of Wood Village, Cities of Multnomah County  
Port of Portland  
City of Vancouver  
Clark County

STAFF: Andy Cotugno, Tony Mendoza, Robin McArthur, Kathryn Sofich, Lake McTighe, Andy Shaw, Deena Platman, Kelsey Newell, Kayla Mullis.

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:32 a.m.

**2. INTRODUCTIONS**

Chair Collette introduced Jim Bernard, JPACT alternate for Clackamas County.

**3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**

There were none.

**4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS**

Mr. Randy Tucker and Andy Cotugno of Metro briefed the committee on State and Federal legislative updates, including:

- House Bill 2001
- Connect Oregon
- Federal Flexible Funds for non-highway investment
- LDCD greenhouse gas reduction work program and guidelines
- Congestion pricing pilot project
- T4America comprehensive proposal for the federal transportation authorization bill
- ODOT sponsored policy papers on the different aspects of tolling

Chair Collette suggested that the committee visit the OTREC center at Portland State University to observe the technical analysis they are currently performing that pertains to JPACT.

**5. CONSENT AGENDA**

- **Consideration of JPACT meeting minutes for May 14, 2009**
- **Consideration of JPACT Retreat meeting minutes for May 22, 2009**

MOTION: Councilor Donna Jordan moved, and Mr. Fred Hansen seconded, to approve the consent agenda.

ACTION TAKEN: With all in favor, the motion passed.

**6. ACTION ITEMS**

**6.1 Regional Transportation Plan**

Ms. Kim Ellis of Metro briefed the committee on the status of the Regional Transportation Plan (RTP). Transportation is an important component of the regional infrastructure that supports community aspirations around the region. The next step in the RTP is to work with local and regional staff to develop a list of projects that meet the goals of the RTP. In order to

give direction to regional and local staff, Ms. Ellis requested JPACT action on the following directions:

- *Confirm Definition of the Regional System-* A key change in this area is the removal of “collectors of regional significance” from the definition of a regional system. Metro will work with local staff to determine whether currently classified “collectors of regional significance” should be included in the regional system as an arterial route.
- *Confirm System Refinement Criteria-* Will use the refinement criteria listed in the summary table, which were suggested by JPACT at the May retreat, as guidance for jurisdictions as they develop their project lists. Metro staff will then establish quantitative performance targets based on the refinement criteria and evaluate a draft regional project list against those targets.
- *Confirm next steps for developing draft Performance Targets for the “State” RTP Investment Strategy-* Involves defining an on-going monitoring system for the region’s transportation investment strategy.

The committee discussed the following topics:

- Collectors of regional significance that are located in undeveloped industrial land fall within the regional system definition
- Rural arterial roads will be a future committee policy discussion
- Clarifying that the draft performance targets will be used to direct staff (not just guide) on investment priorities now and quantified later for analyzing draft project lists that staff develops
- Criteria should serve as broad measure so as to not create an unrealistic plan
- Climate change goals will not be fully addressed in this RTP update; future work directed by HB 2001 calls for the development of land use and transportation scenarios to address State greenhouse emissions reduction targets
- Add the concept of wealth creation in addition to job creation to the performance targets as well as measuring jobs created *and* retained
- Add a performance target that gets at air quality in major transportation corridors; this is a public health and equity issue that the RTP should address
- More policy discussion is needed on equity and public health; creation of JPACT subcommittees to discuss some of these topics in more depth

The committee confirmed the regional system definition and refinement criteria as presented, and the draft performance targets with refinements noted above to direct local and regional staff in updating the federal priorities project list and developing the “state” RTP investment strategy. In August, the draft project lists and recommended performance targets for JPACT and MPAC discussion.

Mr. Andy Cotugno of Metro briefed the committee on RTP revenue targets. In order to eventually move forward with a project list it will have to align with funding targets. Targets are a starting point for revenue, which will be revised and finalized later in the RTP process. In order to give direction to regional and local staff on how many projects can be included, Mr. Cotugno requested JPACT action to confirm sizing of the “state” RTP investment

strategy around the increases in revenues reflected in Table 1, with the following clarification:

- *Road Related OM&P*- Projected ½ cent per year increase at the State level based on historical delivery. Remaining funding will have to come out of local efforts.
- *Road-Related Capital*- Have 3 mechanisms to close the gap between resources already in place and resources needed: System Development Charge (SDC) Fees, traditional fees (eg. Vehicle Registration Fee) and tolls.
  - SDC Fees- Set a regional base amount and allow jurisdictions to charge additional fees as need. This will help create regional consistency in the marketplace.
  - Traditional Fees- Should aim to match half of the state funding.
  - Tolls- Should be used on a project specific basis, for example funding on a new facility in order to fund that same facility.
  - Gas tax- General concern that gas tax is a dwindling revenue source. In terms of revenue projections, the gas tax is used as an equivalent in order to set a dollar amount with the assumption that it may be raised in a different manner in the future.
- *Transit-Related OM&P*- Should set a benchmark for a 2/10<sup>th</sup> increase in the payroll tax but will explore broader set of revenue sources to raise an equivalent to that amount.
  - Suggestion to change the language on pg. 1, #5 of Mr. Cotugno’s Memo to JPACT from “1/10<sup>th</sup> needs to be...” to “1/10<sup>th</sup> may need to be...”
  - Suggestion to change the literature in Table 1 of Mr. Cotugno’s Memo from “Provide capacity for ~~TriMet~~ to contribute...” to “Provide capacity for other revenue beside the payroll tax to contribute...”
- *Transit-Related Capital*- Attempt to pursue capital funding for TriMet so that regional flexible funds and local funds can take on less responsibility. Expect 60% to be federal funded and 40% to be funded by local and state efforts.

The committee discussed that the dollar amounts under discussion are based on how much dollars we need, not on how much the market will bear and the dwindling gas tax as a potential trigger for developing different strategies for achieving outcomes with lower costs.

## **6.2 Resolution No 09-4052, For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Priorities, Policy Amendments and System Expansion Policy Framework for Addition to the 2035 Regional Transportation Plan, State Component**

Mr. Tony Mendoza of Metro briefed the committee on Resolution No. 09-4052 which will adopt the High Capacity Transit (HCT) system plan including the System Expansion Policy (SEP) definition, the tier ranking system, and the corridors currently classified in each tier as recommended by the HCT subcommittee. Mr. Mendoza discussed the following topics regarding the HCT plan:

- Corridor prioritization and advancement process
  - System Expansion Policy

- Policy Tiers: Near Term, Next Phase, Developing and Regional Vision
- Evaluation criteria as the base for tier advancement targets;
  - Fall into three categories: Ridership, Environment and Cost
  - Aiming to set targets strategically by looking at capacity and cost per ride
- Definitions of corridors including a 1 mile buffer on the system map for each study corridor
- How HCT fits within the RTP

Mr. Mendoza then outlined the corridor map and the changes that have been made to the tier rankings after going through the HCT subcommittee and TPAC.

The committee discussed the lack of incentives for moving projects higher into tiers as a result of actions they take. They would like to find a way to not say no to communities that want HCT but to provide them with a roadmap for how they can get there.

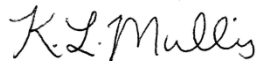
MOTION: Mr. Fred Hansen moved, Councilor Donna Jordan seconded, to adopt Resolution No. 09-4052.

ACTION TAKEN: With all in favor, the motion passed.

## 7. ADJOURN

With no further business, Chair Collette adjourned the meeting at 9:02 a.m.

Respectfully submitted,



Kayla Mullis  
Recording Secretary

### ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 11, 2009

*The following have been included as part of the official public record:*

ITEM	TYPE OF DOCUMENT	DOC DATE	DOCUMENT DESCRIPTION	DOCUME NT NO.
5.0	Minutes	5/14/09	Updated JPACT Minutes for May 14, 2009	061109j-01
5.0	Minutes	5/22/09	Updated JPACT Minutes for May 22, 2009 Retreat	061109j-02
6.1	Chart	N/A	Flowchart: Key Milestones & Products for State Component of 2035 RTP	061109j-03
6.2	Resolution	6/10/09	Updated Resolution No. 09-4052	061109j-04
6.2	Exhibit	6/10/09	Updated Exhibit A to Resolution No. 09-4052: HCT system expansion policy framework concept	061109j-05



Date: July 9, 2009

To: Joint Policy Advisory Committee on Transportation & Interested Parties

From: Deena Platman, Principal Transportation Planner

Re: Draft Regional Transportation System Management & Operations (TSMO) Refinement Plan action strategies

### **Requested Action**

Provide direction on the integration of the Regional Transportation System Management and Operations (TSMO) Refinement Plan action strategies into the 2035 Regional Transportation Plan (RTP).

Questions for JPACT consideration:

1. Does JPACT support the overall focus of regional TSMO investment in the four functional areas of regional multimodal traffic management, traffic incident management, traveler information, and transportation demand management?
2. To what extent should the TSMO plan action strategies be incorporated into the 2035 RTP state and federal investment strategy being developed by local, state and regional agencies? The estimated cost of the draft action plan when *fully implemented* is \$378.5 million for capital and \$39 million for on-going operations and maintenance.

### **Background**

Investment in transportation operations and demand management strategies is not new for the Portland region. In fact, the region has a lengthy history of investment and joint coordination for these types of strategies. In the late 1990s and early 2000s, with regional funding support, many transportation agencies in the region adopted local Intelligent Transportation System Management (ITS) plans that focused on operational efficiencies to the existing system. In the same time period, the region began to fund transportation demand management activities that focused on travel choices. But these near-term and real-time management strategies competed for funding within a traditional planning structure focused on building new infrastructure capacity. In addition, available funding was often limited and inconsistent. As result, advancing transportation management has been largely opportunistic and piecemeal instead of deliberate and comprehensive.

With the growing travel demand and fewer dollars to fund transportation improvements, there is heightened interest in cost-effective multimodal management solutions. Through recent regional flexible fund allocations, investment in TSMO strategies has increased, most significantly by raising existing allocations to the Regional Travel Options program and creating a TSMO program allocation of \$6 million over the next four years to fund system operations improvements.

In 2007, Metro was awarded a Transportation and Growth Management Grant to conduct a refinement planning process in order to provide regional direction for TSMO investment. The plan will result in a more comprehensive understanding of how TSMO strategies can help address regional transportation needs, and institute a regional vision and action plan for implementing TSMO. The Regional TSMO Refinement Plan is being developed in partnership with the Regional Travel Options (RTO) program and incorporates and expands on the work of the 2008-2013 RTO Strategic Plan to provide a ten-year strategy for TSMO investment. The plan's vision, goals, and actions will be integrated with the 2035 Regional Transportation Plan (RTP).

At the July 9<sup>th</sup> JPACT meeting, the project team will provide a brief summary of the draft TSMO Action Plan, which includes regional and corridor specific operation and demand management priorities that should be considered for inclusion in the 2035 Regional Transportation Plan update.

### **TSMO Action Plan**

The TSMO Action Plan is a core element of the Regional TSMO Refinement Plan, providing a ten-year road map for better management of the region's transportation system. The plan was developed under the direction of the TransPort and Regional Travel Options subcommittees of TPAC. A copy of the draft action plan is provided as Attachment A.

TSMO Action plan strategies are organized into regional and corridor investment categories. Regional investments cover strategies that benefit multiple agencies, cross agency boundaries, and/or require a shared commitment to on-going implementation. Examples of regional investments include Drive Less/Save More collaborative marketing campaign and PORTAL data archive. Corridor investments include both capital improvements and services that can be targeted to a specific geographic area or facility. Examples of corridor investments include transit priority treatments on TriMet's frequent bus routes and rideshare incentives in 2040 centers.

Our region's experience with TSMO, as well as that of other regions, demonstrates that operational and demand management strategies produce results that support regional transportation goals including:

- Improved travel time reliability
- Increased safety for all modes
- Improved transit on-time arrival
- Reduced travel delay
- Decreased fuel consumption
- Reduced vehicle emissions
- Support for "Livable Streets" goals

The action plan prioritizes investments in four functional areas: regional multimodal traffic management, multimodal traveler information, traffic incident management and transportation demand management.

### TSMO Action Plan Functional Areas

**Regional multimodal traffic management** includes signal timing updates, transit priority treatments, access management, arterial performance monitoring, data collection, etc.

*Total Capital Cost \$320.9 million  
O&M/year \$6.25 million*

**Traffic incident management** includes resources and partnerships that foster a coordinated, timely, and efficient response to reduce incident duration, restore capacity, and reduce secondary crashes.

*Total Capital Cost \$22.2 million  
O&M/year \$1.25 million*

**Travel information** provides current and forecasted multimodal travel information via web site, 511 phone system, dynamic message signs, in-vehicle navigation, etc.

*Total Capital Cost \$4.6 million  
O&M/year \$2.6 million*

**Transportation demand management** markets travel options to leverage capital investments in transit, trails and other infrastructure and increase use of transit, walk, bike, and rideshare options.

*Total Capital Cost \$11.2 million  
O&M/year \$33.2 million*

#### Integration with the state and federal 2035 RTP

Most TSMO strategies include both capital investment and some level of on-going investment in personnel and materials to operate response vehicles, manage traffic operations centers, maintain traveler information, and support public outreach programs. Over the 10-year planning horizon, *full implementation* of the regional and corridor investments will mean investing approximately \$378.5 million for capital improvements and up to \$39 million per year in annual operations and maintenance (O&M).

The TSMO action plan strategies will be implemented through a combination of capital infrastructure investments, program activities, and on-going operations and maintenance. Some strategies are specific to transportation facilities and will be carried forward as individual RTP projects or incorporated into the scope of a larger RTP project, such the Columbia River Crossing. Other strategies, like the Drive Less/Save More campaign or regional multimodal traveler information will be carried out within a regional or local TSMO program. Finally, TSMO strategies generally require an ongoing commitment to operations and maintenance of the investment. The RTP financial plan includes assumptions about levels of funding for operations, maintenance, and preservation, but acknowledges that existing revenues are not adequate to meet identified needs.



The release of the draft TSMO Action Plan coincides with the refinement of the 2035 RTP investment priorities. Successful implementation of the action plan depends on coordinated commitment and action by state, regional and local partners. On June 26<sup>th</sup>, TPAC members received a summary list of regional and corridor-specific TSMO projects organized by jurisdiction. Metro project staff is working with TransPort, RTO subcommittee, and transportation planning staff at partner agencies to incorporate these strategies into local state and regional project lists as appropriate.

### **Next Steps**

Approval of the Regional TSMO Refinement Plan by resolution is planned for this fall. The tentative review and approval schedule is as follows:

- September 9, 2009 – TransPort and RTO Subcommittee approval
- September 25, 2009 – TPAC review
- October 8, 2009 – JPACT review
- October 20, 2009 – Metro Council review
- October 30, 2009 – TPAC action
- November 12, 2009 – JPACT action
- December 3, 2009 – Council action

## CLICK HERE FOR REPORT DRAFT TSMO ACTION PLAN

The TSMO action plan is the region's road map for carrying out transportation system and demand management strategies to improve travel for people and goods. This plan is part of the 2035 Regional Transportation Plan, a comprehensive regional investment strategy for transportation.

The Portland region is in an enviable position; a penchant for regional coordination and openness to new ideas has placed the region on the leading edge for "smart" investments in both transportation operations and demand management. This plan takes the next step by integrating these complementary elements of system management to better link opportunities for coordinated investments that maximize the efficiency of the existing transportation system.

This action plan was developed with guidance from the TransPort and the Regional Travel Options (RTO) Subcommittees of the Transportation Policy Alternatives Committee (TPAC), and builds upon previously completed Intelligent Transportation System (ITS) plans and the 2008-2013 RTO Strategic Plan. The action plan guides implementation of transportation management solutions over the next 10 years.

Full (10 year) implementation of the region-wide and corridor specific transportation demand management projects will mean investing approximately \$23 million in capital improvements and up to \$33 million a year for operations and maintenance.<sup>1</sup> Full implementation of the systems management and operation projects will mean investing approximately \$350 million for capital improvements and annual operation and maintenance costs of up to approximately \$11 million.<sup>2</sup>

TSMO investments include both capital improvements using intelligent transportation system (ITS) infrastructure and service strategies that provide traveler information and assistance, or respond to unexpected events. In most cases, TSMO services require ongoing investment in personnel to operate incident response vehicles, staff operations centers, or maintain travel information and public outreach programs.

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<sup>1</sup> Given that not all the projects will be implemented in the first year, the average annual operations and maintenance budget is estimated to be about \$21 million a year.

$$\text{Total cost} = \$14\text{M} + (10 \times \$21\text{M}) = \$224\text{M}$$

<sup>2</sup> The annual operation and maintenance expense will reach \$11 million after full implementation of the TSMO projects; however, the average cost over the 10-year period is estimated at \$8 million a year since not all projects will be implemented during the first year of the plan.

$$\text{Total Cost} = \$350\text{M} + (10 \times \$8\text{M}) = \$430\text{M}$$



**Date:** June 30, 2009  
**To:** JPACT members and alternates  
**Cc:**  
**From:** Ted Leybold, MTIP Manager; Amy Rose, Associate Transportation Planner  
**Re:** MTIP retrospective - questionnaire results and recommendations

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### Introduction

After every Metropolitan Transportation Improvement Program (MTIP) cycle Metro staff reviews and evaluates the process, seeking opportunities to make improvements to the program. This year the retrospective included stakeholder feedback. A questionnaire was distributed on May 1, 2009 to Metro Council, JPACT members and alternates, TPAC members and alternates, and 2010-13 Regional Flexible Fund (RFF) applicants. The questionnaire was due May 28, 2009. Thanks to those that provided comments.

This memo provides a summary of the feedback received and recommendations for policy and process changes based on questionnaire responses, FHWA recommendations, comments heard at the June 26, 2009 TPAC meeting, and staff experience conducting the MTIP and RFF processes. Each question asked in the questionnaire is provided below with bulleted summaries of the responses received. The summary encompasses short, "yes or no" answers and longer, more specific comments to get an overall sense of the responses. Specific comments are provided, although not all of the comments received are included and some of them have been shortened or summarized to fit them into the memo.

### Questionnaire results

1. Did the MTIP policy objectives clearly link to RTP policy objectives to provide a logical and strategic framework for prioritizing transportation projects/programs for the:
  - a. Allocation of regional flexible funding
  - b. Allocation of ODOT administered funds? (Note: ODOT suspended the 2010-13 STIP update and allocation of ODOT administered funds in December 2008).
  - c. Allocation of transit agency administered funds?

### Summary

- The overall responses to 1a said the policy objectives provided a good framework for prioritizing projects for RFF funds.
- The majority of questionnaires returned did not include comments on 1b and 1c.

### Comments

- 1a - The policy objectives did a good job of attempting to operationalize the overall goals.

- 1c - TriMet and SMART do not appear to conduct a “regional” process that receives JPACT/Metro Council approval for their transit agency administered funds.
- 1c - It did for those for which it is applicable. Other items, like formula and New Starts either have federal direction for how they are spent or go through positive regional discussion and comparison to policy objectives through various Metro and JPACT processes.
- 1c - Less clarity than the RFF.

2. The regional flexible funding allocation process changed from using a modal evaluation to using an outcome-based evaluation of policy objectives. Four outcome-based categories were created to evaluate the desired outcomes.: (1) *regional mobility corridors*, (2) *mixed-use area implementation*, (3) *industrial and employment area implementation*, and (4) *environmental enhancement and mitigation* Technical measures were developed within each outcome based evaluation category.
- a. Should regional flexible funding allocations be based on a narrower or different set of evaluation outcomes? If so, which ones?
  - b. Did the technical measures adequately evaluate the policy objectives relevant to each outcome-based category? What changes would you suggest?

#### Summary

- The comments generally support the reduction of project categories and streamlining of the process.
- Additional focus on tying the categories to sustainable practices is encouraged as is possibly making some adjustments to them.
- The technical measures are complicated and could use additional work as well as consideration of whether the goals and policies are being expressed appropriately through the questions asked in applications and the technical evaluation process.

#### Comments

- 2a - These were good; whatever we use should be based on 2040 goals
- 2a - Need more focus on long-term greenhouse gas emissions and VMT reduction.
- 2 a - In the next round, we should be looking for ways to tie the categories into more holistic positive benefits for sustainability, livability, and accessibility.
- 2a - We should also reassess whether the categories as defined added to the process or whether some adjustment may be appropriate. There are projects that cut across categories – did this make a difference or not?
- 2a - A small set of broadly defined categories such as these helps streamline the process while allowing for much needed flexibility.
- 2a - With overall regional policies focused on encouraging transit, walking and bicycling, the funding continues to be auto-centric. I support the direction of the last round that established a minimum funding amount for these underfunded modes.
- 2b - The technical measures seemed a bit complicated. It would be nice to simplify the questions – particularly those that related to the planning and zoning items.
- 2b - Some of the other federal and regional processes currently underway may yield better metrics for getting to long-term sustainability outcomes.

- 2b - The measures tended to follow the category more than the goals. We should reexamine the measures in next round to ensure alignment with goals.
- 2b - I think the technical measures worked pretty well, but feel the funding source should be more focused on transit, ped and bike improvements. Also think public passion and interest should be important in the process.
- The process was unfairly skewed towards alternative modes and that the priority for the funds should be on the motor vehicle system.

3. Several changes were implemented this cycle to improve the accuracy of project applications, clarify the information needed and how projects would be evaluated, ensure projects could be constructed on-time and on-budget, and reduce the total amount of local agency work.
- a. Did the changes to the solicitation process succeed in meeting these objectives? What changes would you recommend?
  - b. Did the applicants have enough direction and support to nominate the most relevant and top priority projects?
  - c. Were local governing boards adequately engaged in the local application and regional decision process?
  - d. Would a more collaborative project nomination and selection process between local agencies, Metro and ODOT be preferable to the current competitive application process?
  - e. Did the criteria provide adequate technical measurement of projects? What would you add or remove?

### Summary

- There is general agreement that the solicitation process has improved, but that still more time is wanted to nominate projects and complete applications.
- The majority of respondents feel there was enough direction and support to nominate the most relevant and top priority projects in the process.
- Responses to 3c suggest that full engagement of governing boards is a challenge.
- There seems to be some interest in discussing how the RFF process could be more collaborative.
- Comments indicate that the technical measurement of projects was adequate, but some felt the measures were complicated.

### Comments

- 3a - Yes, although the application preparation was still quite time consuming and it seems like we didn't have enough time between publication of the packet and when the applications were due.
- 3a - There were some perceptions of inequities in the number of projects that applied. More focus on the front end – project recruitment – will probably be necessary.
- 3a - The application was more streamlined than some previous years. The main issue was the internal project selection process. By the time projects were suggested and reviewed, there was less than a week to complete the application.
- 3a - The best change was to limit the number of applications and shorten the process so that there were fewer unfunded projects. It was challenging to compete with such different projects.
- 3b - Not certain, but I suspect that not all did.

- 3b - It was somewhat challenging to guess how different projects might be evaluated but the nomination materials were pretty complete.
- 3c - It is hard to engage our local boards (coordinating committees) in a timely manner. Staff was adequately engaged, but I don't think all of the elected officials were. However, I also don't think they are that concerned. They rely on their staffs to be in the know and make good decisions. Given the very small amount of money available, I don't think much more effort is really needed here for our group. Our JPACT members got organized around the process which is most important.
- 3c - There were more jurisdictions not submitting projects for this MTIP than previous MTIPs. Part of lack of interest may be the relatively small amount of money available, the stiff competition from other jurisdictions and the still somewhat daunting amount of time required to apply and actively participate in the process.
- 3c - Somewhat.
- 3d - Collaboration could be frustrating if an agency is not engaged or involved in the process. At least the current process allows for individual jurisdictions to make their own decisions, apply, and compete for project funding. I would be interested in hearing what kind of collaborative process you are thinking about.
- 3d - Very possibly. If any applicants felt they were acting without complete information, then a more collaborative approach would help.
- 3d - Not necessarily. If a local jurisdiction can fit a particular category and population share then that should take a lot of competitiveness out of the process.
- 3e -For us, yes. The only item we struggled with was having undevelopable land in our regional center which reduced how much density we can ever achieve.
- 3e - Don't require quite as much detailed response on aspects of the project and costs. Many of the proposed projects are worthwhile, yet are not far enough along in their development to be able to accurately assess such specific information.
- Generally, the MTIP's process seemed significantly more efficient than previous years.
- Continue to provide emphasis on transit, ped and bike projects, which often have very few funding opportunities.

4. a. For this cycle of regional flexible funding, JPACT and the Metro Council recommended funding amounts for region-wide programs before soliciting local project applications. This was to create a realistic funding and application pool for local agencies and to separate the evaluation and funding recommendations for projects and programs of such different sizes and scope that they do not compare easily across technical measures. Was the two-step process was successful in simplifying the decision between prioritizing funds for regional programs and local projects? What improvements to the two-step process would you recommend?
- b. Did the narrowing factors (quantitative technical evaluation, qualitative issues, meeting bike/pedestrian air quality TCM requirements, funding projects throughout the region, and public comments) provide the right framework for selecting projects for regional flexible funding? What changes would you suggest?
- c. Given the funding amounts available, did the projects and programs selected for regional flexible funding properly prioritize the adopted policy objectives?

Question 4 continued

- d. Was there adequate coordination and consideration of policy trade-offs among the allocation of ODOT administered funds, transit agency administered funds, regional flexible funding and local funds? What changes would you suggest?

### Summary

- The comments support the use of a two-step process, but with additional clarifications and transparency.
- Overall positive comments on the narrowing factors, but a number of suggestions for improving this aspect of the process.
- The comments overall indicate satisfaction with the way projects and programs were prioritized to meet the adopted policies objectives, with some exceptions (see comments for 4c).
- Not all respondents provided comments to 4d. Those provided indicate that more information and transparency are needed to understand the ODOT and transit agency allocation processes.

### Comments

- 4a - I support the two-step process, but did not favor the additional pot of money that was added for bike/ped projects. That category seemed to muddy the waters and seemed unclear and kind of last minute in the process development. I think we could have easily selected bike/ped projects that fit into the MTIP categories.
- 4a The two-step process was very helpful for several reasons:
  - Provided more certainty for transit projects that are regional priorities
  - Provided more clarity to applicants on what was likely available
  - Did not mix very local projects with more regional projects in ways that would disadvantage one or the other
- 4a - Yes, although it wasn't always clear what was coming off the top and why. Recommend greater transparency.
- 4a - I liked the process.
- 4a – Overall, it was helpful to have a more realistic amount of funding available. However, it did appear that the region-wide projects did not get public review/input and we heard that complaint when we talked to advocacy groups.
- 4b - The technical measures were helpful.
- 4b - The bike/ped commitment did help narrow, though the use of it probably caught some regional partners by surprise in the way it developed, so more up-front clarity would be helpful as well.
- 4b - Qualitative and public comment information was very hard to integrate.
- 4b - We will need to struggle with how to treat development projects (vs construction) as that was one of the more difficult tradeoffs.
- 4b - Base the location of the open house on where the majority of the project applications are coming from. For example, if most of the projects in Washington County are coming from Beaverton and Tigard, then don't hold the Washington County open house in Hillsboro.
- 4c - The tie back to policy objectives is difficult to gauge.
- 4c - Generally yes, although it was surprising that nothing was funded out of the Industrial & Employment Area Implementation category – especially in these tough economic times!
- 4c – I believe some projects were funded for “equity” reasons and not because they were the best transit/ped/bike projects.

- 4d - Can't really answer this question without reviewing the ODOT project list and the TriMet fund distribution and projects.
- 4d - This has always been somewhat of a "black box" and would benefit from greater transparency. A more direct explanation of "what's in it for local jurisdictions" early in the evaluation process might increase awareness of and interest in transit projects at the local level.

5. Do you have any other comments or suggestions?

**Summary**

- The final comments about the 2010-13 funding cycle are positive in nature.

**Comments**

- Overall, this was a good MTIP process.
- This process was an improvement over previous rounds of MTIP, generally resulting in an equitable distribution of funds among a set of useful projects, all accomplished with a minimum amount of bloodletting. Cumulatively, around the region, if one examines the amount of staff time that goes into this process, it's rather significant. When in doubt, make it simpler.
- Overall, Metro did a great job of facilitating and guiding this process.

**Policy and process recommendations**

1. Consider narrowing down the number of policies established to guide project prioritization and selection.

*Rationale:* Having a large number of policies to work from in setting up technical measures and a process for project selection is complicated and the outcome is that the funding is spread thin across categories and projects. Comments heard during the process and at TPAC indicate that setting narrower policy priorities might lead to more targeted investments and a streamlining of the process.

2. Continue to link RFF policy development to RTP objectives in creating the prioritization framework for selecting projects and programs.

*Rationale:* The positive feedback from the questionnaire and staff experience indicates we are on the right track with integrating RTP principles, goals and objectives.

3. Continue to structure the RFF process on the simplified, outcomes based approach derived from the RTP. Monitor RTP update process to identify potential refinements to outcome-based evaluation categories and other improvements that better link the RTP goals and objectives with the RFF process.

*Rationale:* Comments from the questionnaire support the changes made in the last RFF round to focus on a smaller number of outcomes based evaluation categories derived from the RTP. Staff feels that the improvements in this cycle improved the quality of the projects submitted for consideration.

4. Continue utilizing the two step approach for allocating funds to regional programs and local projects, but with additional efforts to clarify the approach and improve transparency.

*Rationale:* The comments received support using a two step approach for allocating funds to regional programs and local projects. Metro staff also supports using this approach in the next cycle.



5. Consider additional streamlining of technical measures and identify ways that the measures can more meaningfully reflect program goals and objectives.

*Rationale:* Stakeholders commented that the technical evaluation process was a bit complicated and that there may be better ways to measure projects. Staff feels that it could be simplified and improved.

6. Identify opportunities to improve the narrowing factors, in particular how qualitative information and public comments are integrated into the decision making framework.

*Rationale:* The comments indicate that the narrowing factors, while helpful, could be improved. Metro staff feels there are opportunities to strengthen the factors.

7. Investigate whether a more collaborative approach could help simplify the RFF process, reduce staff time needed to apply, improve the project nomination process, and increase levels of engagement of all stakeholders.

*Rationale:* Responses to Question 3a-e indicate some areas where improvements can be made to the overall process and there appears to be interest in considering how a more collaborative RFF process might be developed. Metro staff feels this would be an effective way to work more closely with locals in developing the priorities and projects for regional flexible funds.

8. Improve clarity of how transit agency and ODOT administered funds are allocated and how they relate to the MTIP process and RTP goals.

*Rationale:* Comments from the questionnaire indicate that additional information would be helpful for regional stakeholder's understanding of the decision making process behind the allocation of all regional transportation funding.

9. Incorporate Congestion Management Process and Federal Transportation Planning Factors in MTIP policy update and development of project selection criteria.

*Rationale:* Federal regulations and FHWA support using these elements more prominently in policy and the prioritization of projects.

### **Next steps**

The recommendations will be considered during the policy and process update for the 2012-15 MTIP cycle beginning in the fall.

 Metro | Memo

Date: July 1, 2009  
To: JPACT  
From: Stephan Lashbrook  
Re: Making the Greatest Place Tools and Publications

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Background

Making the Greatest Place is a comprehensive regional planning effort now underway at Metro. It combines elements of transportation planning, other infrastructure planning, and a wide range of decisions about growth, land use and urban form.

Staff has been asked to present background information on the Making the Greatest Place program at the July 9 JPACT meeting. The purpose of providing this information is to help explain the relationships between JPACT's decisions on transportation and MPAC's recommendations on land use and other investment choices. Given that MPAC makes recommendations on transportation proposals, it also seems appropriate to invite JPACT to be more involved in the non-transportation aspects of Making the Greatest Place. We felt that the background information that goes with Making the Greatest Place would be of general interest.

Information included here

Included in the packet is a memo from John Williams dated June 2, 2009, which provides a status report on the process of designating Urban and Rural Reserves. Although it was primarily intended to convey information about the timelines and milestones of the Reserves process, John's memo also provides a good summary of the entire effort. John will be available at the JPACT meeting to answer questions.

Also included is a copy of a very brief PowerPoint showing a condensed summary of four different documents that are now available for public review. Those documents are listed below, with information on how to locate them on Metro's website. The staff will also be glad to provide hard copies of these documents at the JPACT meeting. The most important message from all of these data is that the region, and the local entities within the region, have choices to make about future growth and development and that our investments will help to shape those outcomes.

Regional Population and Employment Range Forecasts;  
([http://library.oregonmetro.gov/files/20-50\\_range\\_forecast.pdf](http://library.oregonmetro.gov/files/20-50_range_forecast.pdf))

Preliminary Urban Growth Report: Employment Trends;  
Preliminary Urban Growth Report: Residential Trends; and  
Preliminary Housing Needs Analysis  
(<http://www.oregonmetro.gov/index.cfm/go/by.web/id=29959>)



**Date:** June 2, 2009  
**To:** Metro Council  
**From:** John Williams  
**Re:** Reserves milestone timeline revision and next steps

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### **Summary**

A revision to the milestone dates for phases 3 – 5 of the Urban and Rural Reserves work program has been approved by the Core 4. The revision allows more time for creation and review of technical products while still reaching agreement on reserves by the end of 2009. The changes are:

- **Phase 3 (milestone = preliminary urban and rural reserve areas recommended):** Move milestone date from July to October 2009
- **Phase 4 (milestone = reserve areas recommended via intergovernmental agreements):** Move milestone date from September to December 2009
- **Phase 5 (milestone = Metro designates urban reserves; counties designate rural reserves):** Move milestone date from December 2009 to May 2010

The Council has previously approved the Reserves milestones timeline via resolution and an update to this resolution will be brought to the Council based on the new timeline.

### **Rationale**

The Core 4 discussed several factors supporting the timeline revision, including:

- **Allowing more time for outreach and feedback:** Three months have been added to Phase 3, allowing more time for advisory committees, the regional Reserves Steering Committee, cities, and interested parties to receive technical materials, discuss these with their stakeholders, provide feedback and engage in discussions with one another prior to providing comment/recommendations to the Core 4. The Core 4 governing bodies will also have more time to discuss the same materials and provide direction to their representatives.
- **Synchronizing with the Making The Greatest Place process:** The reserves process is focused on suitability of lands outside the existing urban growth boundary for future rural and urban uses. At the same time, MPAC, JPACT, the Metro Council and interested parties are discussing regional and local investment and policy decisions that will lead to better understanding of the future capacity of the existing Metro urban growth boundary. This direction will be embodied in the Draft Urban Growth Report and Regional Transportation Plan documents scheduled for release in September. The revised reserves timeline allows this direction to be more directly integrated into the Phase 3 reserves recommendation.
- **Recognizing realities of adoption timelines:** The formal adoption of land use actions by Metro and the counties in Phase 5 will require public notice, discussion and/or hearings by County Planning Commissions, MTAC and MPAC, and public hearings of each governing body. These steps will take several months. Furthermore, Washington County may only adopt such

ordinances from March through October due to a charter limitation. Thus, Phase 5 cannot take place until March 2010.

- **Aiming for agreement in 2009:** The revised timeline honors the commitment of stakeholders and others investing time in the reserves process by producing agreement among the Core 4 jurisdictions in 2009 (via the adoption of intergovernmental agreements).
- **Designating reserves prior to 2010 growth management decisions:** The reserves timeline was designed to have urban and rural reserves adopted prior to mandated growth management decisions in 2010. The revised schedule of Phase 5 adoption actions supports this goal.

#### ***Next steps in evaluation process***

Metro and the counties, in partnership with cities and other interested parties, will focus further evaluation efforts on the candidate areas approved by the Core 4. As previously discussed, work on the remaining areas will include:

- **For rural reserves:** refinement of baseline agriculture, forestry and natural landscape features mapping and analysis of how candidate areas meet all of the rural reserve factors established under administrative rules.
- **For urban reserves:** use of more detailed development constraints mapping, infrastructure availability information and 2040 design type building blocks to arrive at an understanding of the potential design and capacity of urban reserve areas. All eight urban reserve factors will be utilized to evaluate these designs and produce a narrative analysis of their suitability for urban reserve designation. This work will include discussion of the positive and negative effects urbanization of the candidate areas could have on existing communities and rural areas.

#### ***Important dates***

- **May – July 2009:** Metro and counties, in partnership with cities and other stakeholders, conduct further evaluation of the suitability of rural and urban candidate areas.
- **August 2009:** County advisory committees make recommendations to county commissions on rural reserve areas and urban reserve areas.
- **September 2009:** Draft Urban Growth Report and Regional Transportation Plan available. Individual county reserve area recommendations presented to Regional Steering Committee.
- **October 2009:** Regional Steering Committee recommendation to Core 4 on preliminary rural reserve areas and urban reserve areas (PHASE 3 MILESTONE).
- **October – November 2009:** Public outreach on preliminary reserve area recommendations.
- **November 2009:** Core 4 decision on preliminary reserve areas.
- **December 2009:** Reserve areas recommended via intergovernmental agreements (PHASE 4 MILESTONE).
- **March – April 2010:** Public hearings on land use ordinances and functional plan amendments to designate urban and rural reserves.
- **May 2010:** Metro designates urban reserves; counties designate rural reserves (PHASE 5 MILESTONE).



## 2009 preliminary urban growth report



Making the Greatest Place



JPACT  
July 9, 2009

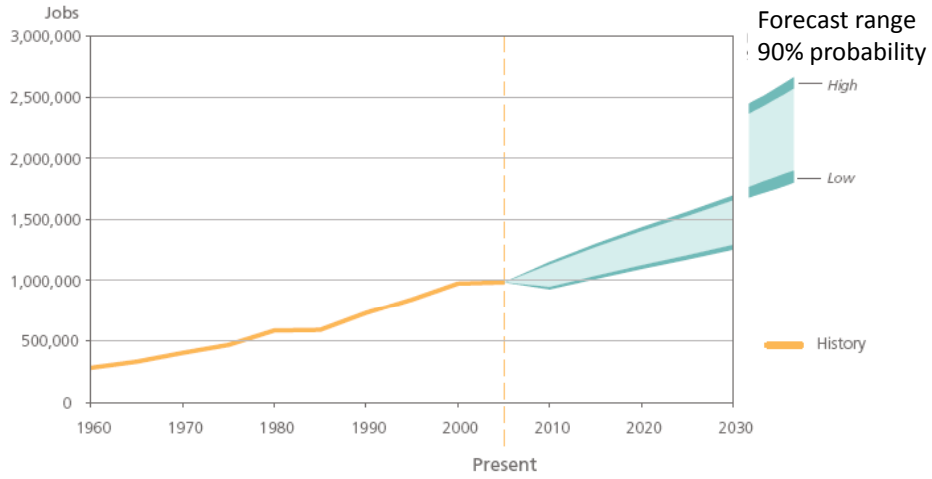
 Metro | *People places. Open spaces.*

### Outcomes-based approach

- Vibrant, walkable communities
- Sustained economic competitiveness and prosperity
- Safe and reliable transportation choices
- Minimal contributions to global warming
- Clean air, clean water, healthy ecosystems
- Benefits and burdens of growth shared throughout the region

 Metro

### Range employment forecast (seven-county area)

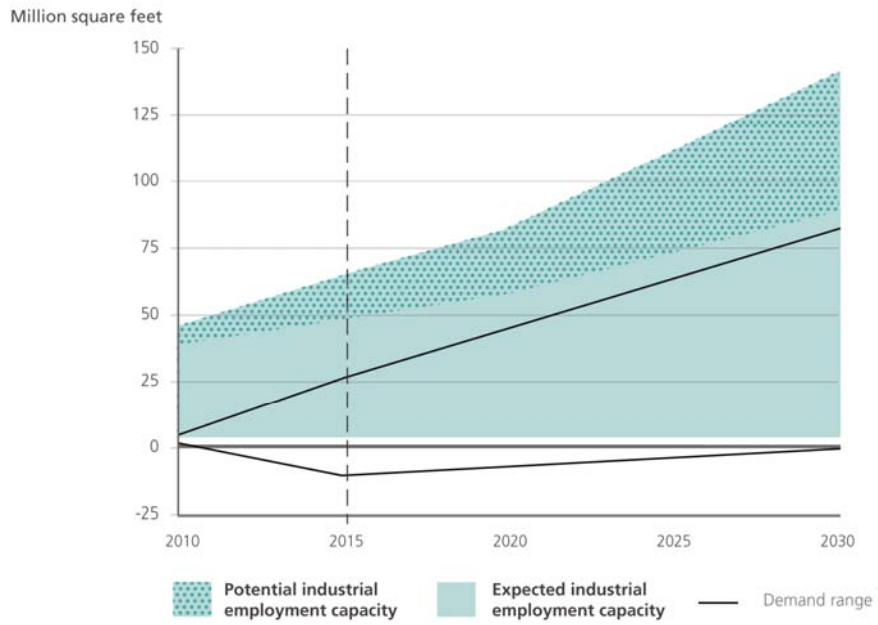


975,000 to 1.2 million total jobs inside Metro UGB by 2030

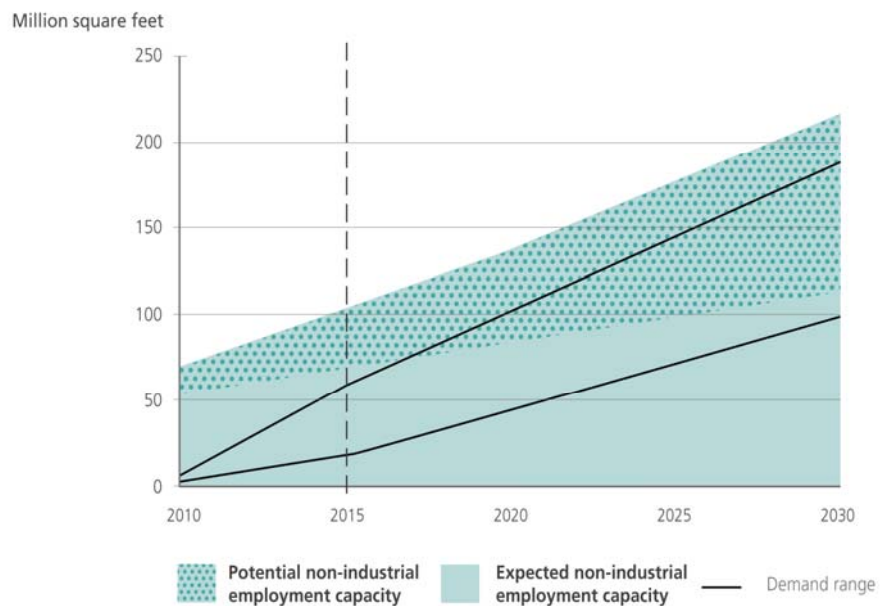
### Different market areas, uses, and building types



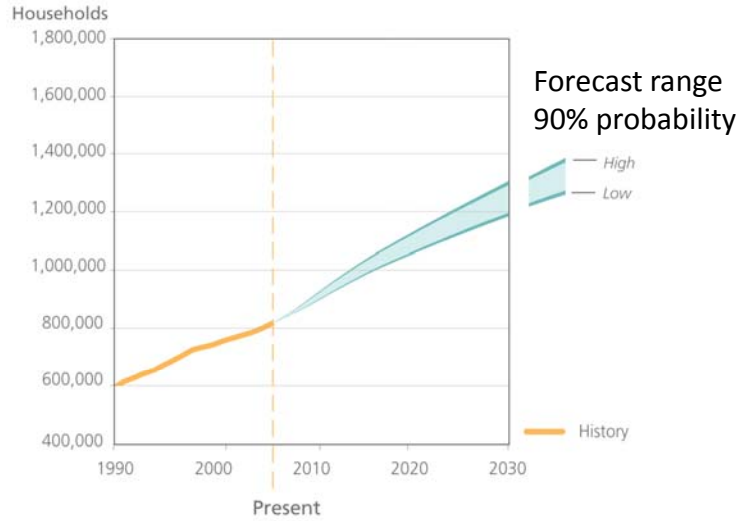
## Industrial capacity and demand



## Non-industrial capacity and demand



## Household forecast for 7-county region



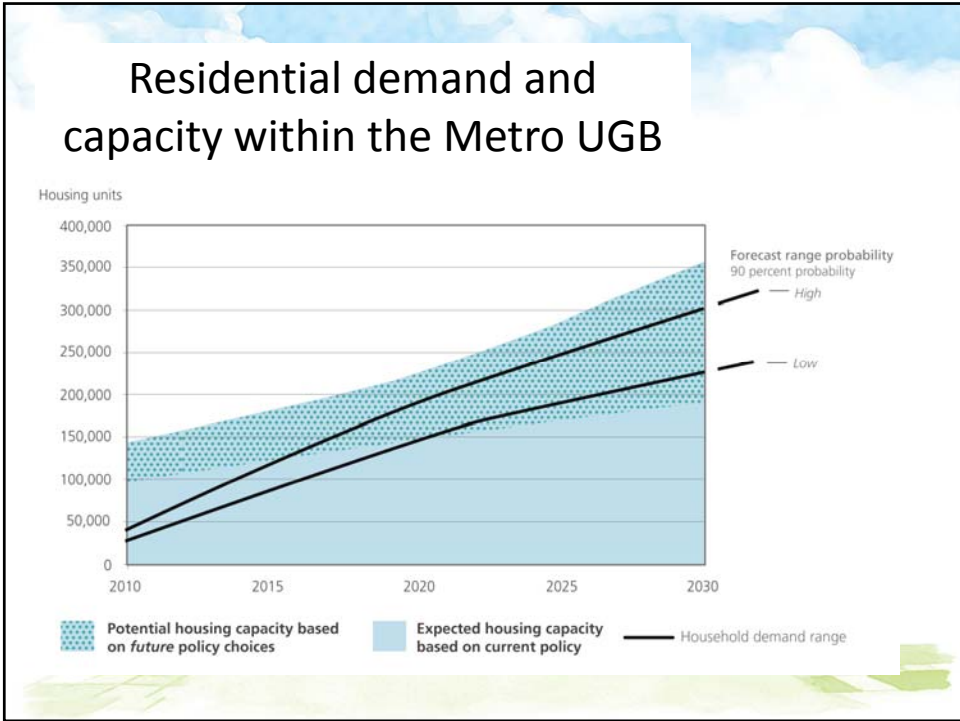
224,000 to 301,500 new households in the Metro UGB by the year 2030

## Residential market dynamics



- Zoned capacity is often not realized on the ground
- Ahead of the market, often by decades
- Local and regional policies and investments can influence utilization of zoned capacity





## Making the Greatest Place Choices for the Future

**Urban Form** – local aspirations, urban & rural reserves  
*Where do we grow?*

**Transportation** - RTP  
*How do we travel?*

**Investments** - infrastructure  
*What investments are we prepared to make to create the communities that we want?*

## Timeline

March 2009:	preliminary residential UGR
May 2009:	preliminary employment UGR
September 2009:	draft UGR
December 2009:	final UGR
2010:	Continued local implementation
December 2010:	Identify at least 50% (up to 100%) of any needed capacity through efficiency measures <b>or</b> UGB expansion
December 2011:	State deadline for Metro Council to expand UGB, if needed

Materials following this page were distributed at the meeting.




## The transportation system management and operations (TSMO) refinement plan identifies investments to achieve safe, reliable, accessible, and seamless travel for people and goods.

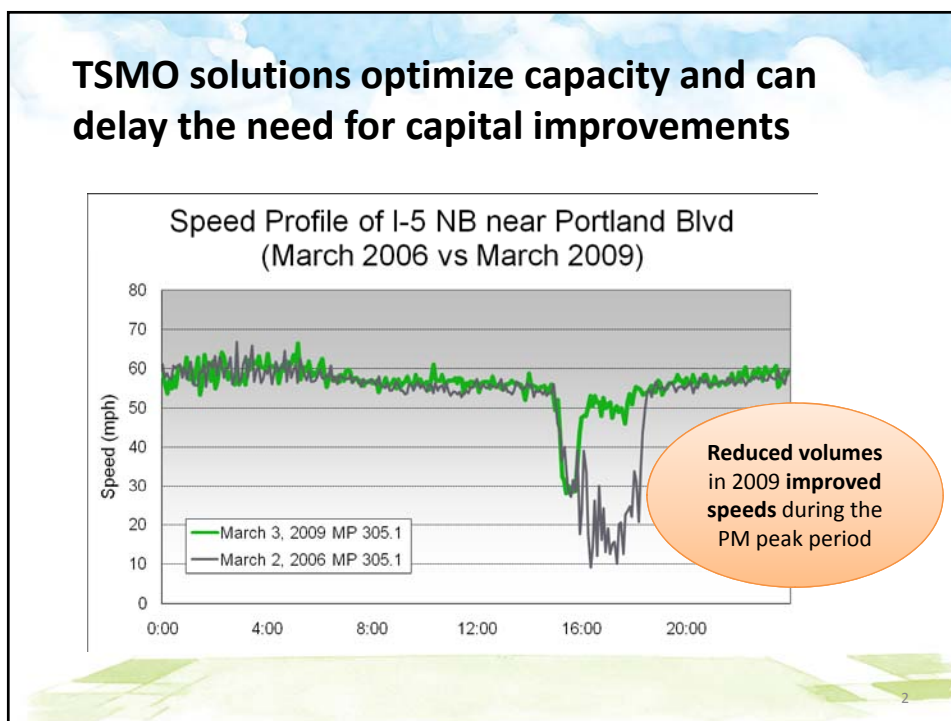
JPACT - July 9, 2009  
Jim Peters – DKS Associates  
Deena Platman - Metro





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1



## TSMO strategies are a good return on investment

For every \$1.00 spent:

- ❑ Burnside Rd adaptive signal system provides **\$6.50** of benefit (after five years)
- ❑ Traffic incident detection provides about **\$6.00** of benefit
- ❑ Freeway service patrols range between **\$2.00** and **\$42.00** of benefit
- ❑ Portland regional van pool program recovers **50%** of cost

3

## Management strategies improve accessibility, safety, multimodal mobility and travel options

### Multimodal Traffic Management



### Traffic Incident Management



### Traveler Information

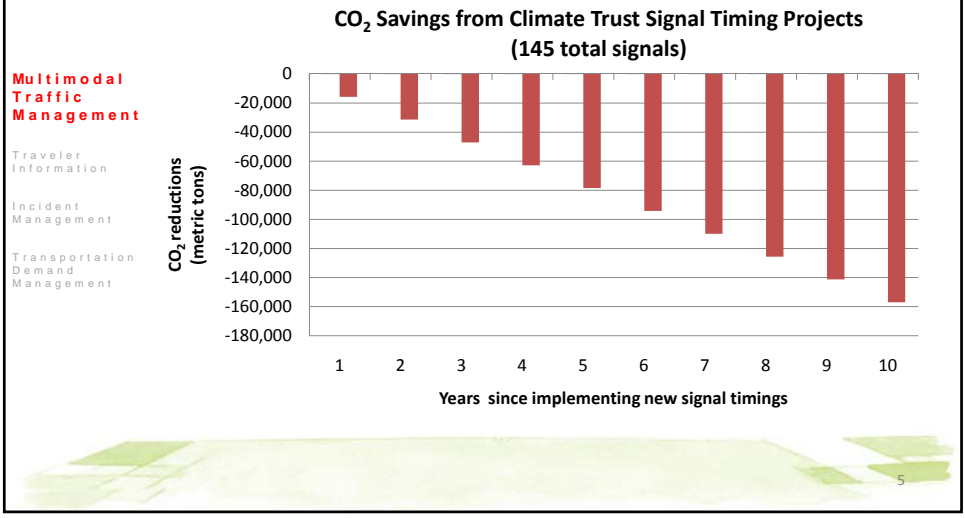


### Transportation Demand Management



4

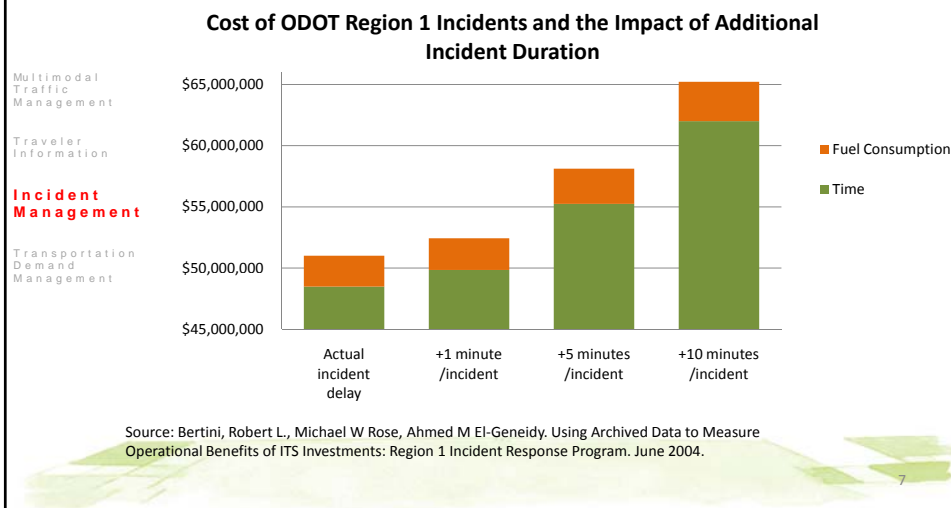
## Coordinating traffic signals decreases fuel consumption and vehicle emissions.



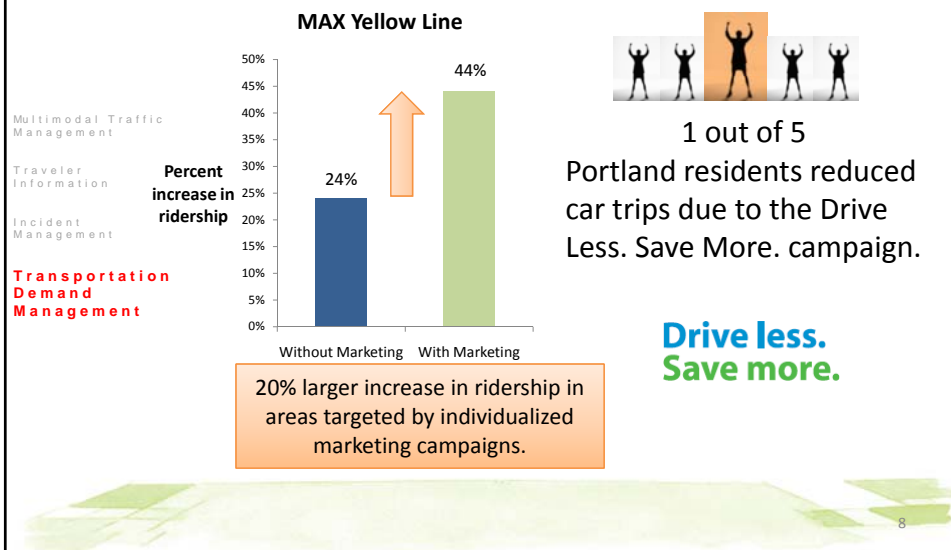
## Providing real-time information allows travelers to alter decisions.



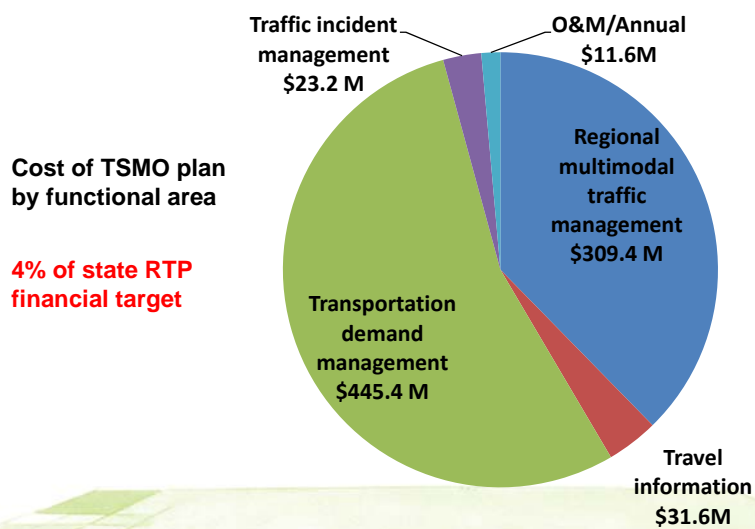
## Improving incident clearance times reduces incident delay and cost.



## Marketing travel options encourages travel choices.



## The TSMO plan proposes expanding regional investment in transportation management strategies



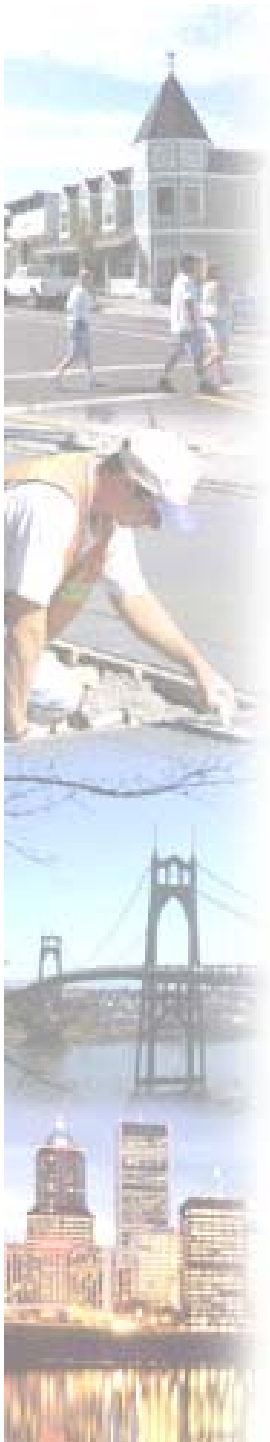
1. Does JPACT support the overall focus of regional TSMO investment in the four functional areas of:
  - regional multimodal traffic management**
  - traffic incident management**
  - traveler information**
  - transportation demand management?**
2. To what extent should the TSMO plan action strategies be incorporated into the 2035 RTP state and federal investment strategy being developed by local, state and regional agencies?



# MTIP Retrospective

## Recommendations

- **Narrow policy direction to allow for more targeted investment**
- **Link RFF policy development to RTP objectives**
- **Structure the RFF process on outcomes based approach**
- **Utilize the two-step approach for allocating funds**
- **Additional streamlining of technical measures**
- **Identify opportunities to improve the narrowing factors**
- **Consider collaborative approach to simplify the RFF process**
- **Improve clarity of how transit agency and ODOT administered funds are allocated**
- **Incorporate Congestion Management Process and Federal Transportation Planning Factors in MTIP policy update**



## HB 2001 Implementation -- Work Plan Outline

***DRAFT***

Bill Section	Description	Roles and Responsibilities	Work Impact on Metro
1	Transportation Hearings/Studies	Directs: Interim Legislative Cmtes. Roles for: ODOT, Metro, Cities, Counties	Mid
3	Congestion Pricing Pilot	Directs: ODOT Roles for: Metro, Portland, Clackamas, Multnomah, Washington counties	High
6	Least Cost Planning	Directs: ODOT Metro to participate	Low
8	ConnectOregon III	Directs: ODOT Metro to participate	Low
17	STIP Selection Criteria	Directs: ODOT Metro to participate	Low
19	Practical Design	Directs: ODOT Metro to participate	Low
30	Highway Cost Allocation "Efficient Fee" Study	Directs: ODOT Metro to participate	Low
31	Urban Trail Fund	Directs: ODOT Metro to participate	Low
38	Greenhouse Gas & VMT Reduction Scenarios	Directs: Metro, ODOT, DLCD	High
41	County VRF Authority	Provides authority to: Clackamas, Multnomah, & Washington counties	?

## House Transportation and Infrastructure Committee

### Surface Transportation Authorization Act of 2009

- Highway/Transit increase from current funding level of \$326 b. by 38% to \$450 b.
- No categorical allocations provided and many apportionment formulas not provided
- Add to \$8 b. of stimulus funds for High Speed Rail by \$50 b.
- Consolidates NHS, Interstate and Bridge into a Critical Assets Program
- Retains STP and increases sub-allocation share from 62.5% to 80%
- Changes TE from off-the-top to part of sub-allocation
- Retains and slightly broadens CMAQ
- New Undersecretary of Intermodalism
- New Office of Expedited Delivery within FHWA and FTA
- New Office of Livability within FHWA
- New Office of Public Benefit within FHWA to deal with toll rates and public-private partnerships
- New Metropolitan Mobility and Access discretionary Program for urbanized areas over 500,000 population; 10 Tier 1 grants to the 40 metro areas over 1 million and an undefined number available for the remaining 30 over 1 million plus the 36 metro areas above 500,000. Grants are tied to a new Metropolitan Mobility Program.
- Establishes a new Metropolitan Infrastructure Bank similar to the State Infrastructure Bank
- New Projects of National Significance discretionary Program for high cost facilities (over \$500 million)
- New National Strategic Plan of projects of national economic benefit that increase mobility and create intermodal connections (including high speed rail and short sea shipping routes)
- Establishes new parameters around toll projects and Public-Private Partnerships
- Requires the issuance of guidance on design standards
- Targets the urbanized transit formula program to state of good repair
- Changes the New Starts/Small Starts funding threshold to \$100 million; prohibits use of cost-effectiveness index; attempts to streamline project development process; allows “Categorical Exclusion” for NEPA purposes for streetcar in existing rights-of-way
- Consolidates a series of small, specialized grant programs into a new Coordinated access and mobility program for elderly, low-income and disabled



# COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

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## THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009

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### *A BLUEPRINT FOR INVESTMENT AND REFORM EXECUTIVE SUMMARY*

*Presented by*

*Chairman James L. Oberstar, Ranking Member John L. Mica,  
Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr.*

*June 18, 2009*

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**THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009**  
**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**  
**U.S. HOUSE OF REPRESENTATIVES**

***A BLUEPRINT FOR INVESTMENT AND REFORM***

*Presented by Chairman James L. Oberstar, Ranking Member John L. Mica,  
Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr.  
June 18, 2009*

**EXECUTIVE SUMMARY**

America's surface transportation network is essential to the quality of life of our citizens and the productivity of the nation's economy. This expansive, national network provides all Americans – from those living in the largest cities to the smallest towns – with extraordinary freedom of mobility and unprecedented opportunity.

**The Costs of Decades of Underinvestment**

Regrettably, our transportation system, once the envy of the world, is losing its battle against time, growth, weather, and wear. The system is suffering from decades of underinvestment, and the costs are staggering:

- Each year, 42,500 people are killed and 2.5 million people are seriously injured in more than six million motor vehicle crashes, which are now the leading cause of death of children and young adults ages three to 34.
- Congestion is crippling our major cities and even our small towns, at a cost of more than \$78 billion a year, causing hardship for drivers and increasing costs and inefficiencies for America's businesses.
- Accidents and traffic delays cost Americans more than \$365 billion a year – \$1 billion a day – or \$1,200 for every man, woman, and child in the nation.
- The quality of our transportation system is deteriorating: almost 61,000 miles (37 percent) of all lane miles on the National Highway System (NHS) are in poor or fair condition; more than 152,000 bridges – one of every four bridges in the United States – are structurally deficient or functionally obsolete; and more than 32,500 public transit buses and vans have exceeded their useful life. The nation's largest public transit agencies face an \$80 billion maintenance backlog to bring their rail systems to a state of good repair and, within the next six years, almost every transit vehicle (55,000 vehicles) in rural America will need to be replaced.

- Since designation of the NHS in 1995, the percentage increase in miles traveled on the NHS has been three times the percentage growth in the system's lane miles.
- As a result of this underinvestment, the total cost of logistics for U.S. companies has increased from 8.8 percent of Gross Domestic Product (GDP) in 2004 to 10.1 percent in 2008 – a \$412 billion increase in four short years.
- The transportation system also imposes significant costs on the environment. In the United States, approximately 28 percent of total greenhouse gas emissions, which have been demonstrated to contribute significantly to global climate change, are attributed to the transportation sector. Private vehicles are now the largest contributor to household “carbon footprints”, accounting for 55 percent of carbon emissions from U.S. households.
- Unlike other major industrialized nations, Americans have limited transportation choices. The United States has almost no high-speed passenger rail service, even though it is widely recognized that high-speed rail can significantly reduce congestion on our highways and in the air, decrease our dependence on foreign oil, and reduce greenhouse gas emissions. We invest only a fraction of the amounts invested by European and Asian countries in high-speed rail.

Although the U.S. Department of Transportation (DOT) is charged with addressing these enormous challenges, it has not lived up to its original purpose of integrating and implementing transportation policy. Most of DOT's policies are established and administered by separate agencies of the Department, each of which focuses on a single mode of transportation.

Since completion of the Interstate Highway System, our national transportation policy has lacked strategic focus. Although States and metropolitan regions are required to develop long-range transportation plans for highway, transit, and rail investment, there has been no attempt to aggregate these plans and establish a *National Transportation Strategic Plan that is intermodal in nature and national in scope*.

In addition, Federal transportation programs have no performance metrics. Today, there is no requirement for States, cities, and public transit agencies to develop transportation plans with specific performance objectives, nor does DOT ensure that States are meeting specific performance objectives. DOT and state departments of transportation primarily decide whether projects are eligible for funding, but not whether the projects that are funded actually achieve the expected benefits. Throughout Federal surface transportation programs there is limited transparency, accountability, and oversight.

There are also unnecessarily long delays – more than 10 years for many highway and transit projects – for needed transportation improvements to be planned, approved, and constructed.

Furthermore, the financing mechanism for the programs is in crisis. The Highway Trust Fund (Trust Fund), which finances surface transportation programs, does not have adequate revenues to meet existing commitments made by the Federal Government. If this is not corrected, there will be massive cuts in transportation investments beginning later this year, which will cause

crippling job losses, a deepening of the economic recession, and a further deterioration of the assets and performance of the nation's surface transportation system.

## A Blueprint for Investment and Reform

Today, we advance a Blueprint for Investment and Reform that will transform Federal surface transportation from an amalgamation of prescriptive programs to a performance-based framework for intermodal transportation investment. The Blueprint is designed to achieve specific national objectives: reduce fatalities and injuries on our nation's highways; unlock the congestion that cripples major cities and the freight transportation network; provide transportation choices for commuters and travelers; limit the adverse effects of transportation on the environment; and promote public health and the livability of our communities.

Specifically, the Surface Transportation Authorization Act of 2009:

- Redefines the Federal role and restructures Federal surface transportation by consolidating or terminating more than 75 programs;
- Consolidates the majority of highway funding in four, core formula categories designed to bring our highway and bridge systems to a state of good repair; improve highway safety; develop new and improved capacity; and reduce congestion and greenhouse gas emissions and improve air quality;
- Focuses the majority of transit funding in four core categories to bring urban and rural public transit systems to a state of good repair; provide specific funding to restore transit rail systems; provide mobility and access to transit-dependent individuals; and plan, design, and construct new transit lines and intermodal facilities;
- Directs Federal highway safety investments to specific activities demonstrated to reduce fatalities and injuries on our roads;
- Establishes new initiatives to address the crippling congestion in major metropolitan regions, and eliminate bottlenecks in freight transportation;
- Creates a National Transportation Strategic Plan, based on long-range highway, transit, and rail plans developed by States and metropolitan regions, to develop intermodal connectivity of the nation's transportation system and identify projects of national significance;
- Reforms the U.S. Department of Transportation to require intermodal planning and decision-making; ensure that projects are planned and completed in a timely manner; and ensure that DOT programs advance the livability of communities;
- Requires States and local governments to establish transportation plans with specific performance standards; measure their progress annually in meeting these standards; and periodically adjust their plans as necessary to achieve specific objectives;
- Improves the project delivery process by eliminating duplication in documentation and procedures;
- Establishes a new program to finance planning, design, and construction of high-speed rail;



- Creates a National Infrastructure Bank to better leverage limited transportation dollars;
- Provides funding of \$450 billion over six years – the minimum amount needed to stop the decline in our surface transportation system, begin to make improvements, and restore and enhance the nation’s mobility and economic productivity. The Surface Transportation Authorization Act:
  - Doubles the investment in highway and motor carrier safety to \$12.6 billion;
  - Provides \$337.4 billion for highway construction investment, including at least \$100 billion for Capital Asset Investment to begin to restore the National Highway System (including the Interstate System) and the nation’s bridges to a state of good repair; and
  - Provides \$87.6 billion from the Mass Transit Account of the Highway Trust Fund and \$12.2 billion from the General Fund for public transit investment to restore the nation’s public transit systems to a state of good repair, and provide access and transportation choices to all Americans from large cities to small towns;
- Within this \$450 billion investment, the Act provides \$50 billion for Metropolitan Mobility and Access to unlock the congestion that chokes major metropolitan regions; and \$25 billion for Projects of National Significance to enhance U.S. global competitiveness by increasing the focus on goods movement and freight mobility; and
- In addition to this \$450 billion investment, the Act provides \$50 billion over six years to develop 11 authorized high-speed rail corridors linking major metropolitan regions in the United States. The high-speed rail initiative will provide greater consideration for projects that: encourage intermodal connectivity; produce energy, environmental, and other public benefits; create new jobs; and leverage contributions from state and private sources.

The \$450 billion for highway, highway safety, and transit investment over six years is a 38 percent increase above the current funding level (\$326 billion). The Surface Transportation Authorization Act also provides an additional \$50 billion investment for high-speed rail. Together, this \$500 billion investment will **create or sustain approximately six million family-wage jobs.**<sup>1</sup>

In sum, the Surface Transportation Authorization Act of 2009 transforms the nation’s surface transportation framework and provides the necessary investment to carry out this vision. This increased investment is accompanied by greater transparency, accountability, oversight, and performance measures to ensure that taxpayer dollars are being spent effectively and in a manner that provides the maximum return on that investment.

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<sup>1</sup> This estimate is based on 2007 Federal Highway Administration data on the correlation between highway infrastructure investment and employment and economic activity, and assumes a 20 percent state or local matching share of project costs. The Federal Highway Administration estimates that \$1 billion of Federal investment creates or sustains 34,799 jobs.

THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009  
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
U.S. HOUSE OF REPRESENTATIVES

*A BLUEPRINT FOR INVESTMENT AND REFORM*

*Presented by Chairman James L. Oberstar, Ranking Member John L. Mica,  
Chairman Peter A. DeFazio, and Ranking Member John J. Duncan, Jr.  
June 17, 2009*

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## BLUEPRINT IN BRIEF

### THE NEED FOR FUNDAMENTAL REFORM AND INCREASED INVESTMENT

The Federal-Aid Highway Act of 1956 (P.L. 84-627) established formula grant programs to distribute Federal surface transportation funds to States. These programs provided Federal construction aid for specific eligible highway categories (e.g., Interstate, primary, and secondary highways).

The Federal investment provided by the Federal-Aid Highway Act, and its successors, connected communities across the nation to one another, opened new markets to unleash unparalleled economic growth, and improved mobility and quality of life for the nation. However, in the past 50 years, there have been significant economic and demographic changes that could not have been anticipated when the Interstate System was initially designed. Since 1956:

- The U.S. population has almost doubled, increasing from 169 million to 300 million;
- GDP has exploded, increasing from \$345 billion to \$14.3 trillion;
- Land use, economic development patterns, and migration patterns have changed significantly, leading to an increased dependence on our surface transportation network, particularly highways;
- The most recent National Household Survey found that 87 percent of daily trips involved the use of personal vehicles; and
- The number of passenger vehicles on the nation's roadways has increased 150 percent from 54 million vehicles to 135 million vehicles.

Many segments of the network handle volumes of traffic that greatly exceed their design standards. This increased traffic comes at a time when many highway assets, built in the 1960s and 1970s, are reaching the end of their useful design life, and need to be rebuilt or replaced. Transit assets also suffer from decades of underinvestment, even as public transit ridership rapidly increases across the United States, from the "old rail" cities to new Western towns.

#### **Safety: The Human Toll and Economic Cost**

The societal and economic toll of transportation accidents is staggering. Each year, 42,500 people are killed and 2.5 million people are seriously injured in more than six million motor vehicle crashes. Motor vehicle crashes are the leading cause of death for people of every age from three to 34. Every hour, 150 children (under the age of 19) are treated in emergency rooms for crash-related injuries. Each year, the economic cost of motor vehicle crashes to the U.S. economy is \$289 billion.

In addition, crashes involving large trucks and buses remain a significant safety concern. In 2007, more than 5,100 people were killed and 101,000 were injured in more than 400,000 motor

vehicle crashes involving large trucks and buses. The average cost of a fatal crash involving a large truck is more than \$3.6 million.

### **The Cost of Congestion**

In 2005, traffic congestion cost \$78.2 billion, including 4.2 billion hours of delay and 2.9 billion gallons of wasted fuel, in our nation's metropolitan areas. The average driver in 28 metropolitan regions experienced 40 or more hours of delay per year. Twenty-seven years ago, only Los Angeles experienced that level of congestion. Families are losing what precious little time they have together because of time spent in traffic on the way to and from work, picking up the kids at day care, or running the endless errands that seem a part of life in today's society.

Congestion is also significantly increasing costs for American businesses. After 17 straight years of decline, the total cost of logistics – the cost of moving goods and services – for U.S. companies began to increase in 2005. Overall, logistics costs have increased from 8.8 percent of GDP in 2004 to 10.1 percent in 2008 – a \$412 billion increase in four short years.

*This congestion cost can greatly affect businesses' bottom lines.* For instance, General Mills spends almost \$650 million a year trucking hundreds of millions of cases of food to market. For every one mile per hour reduction in average speed of its shipments, it costs General Mills \$2 million of additional logistics costs.

### **A Deteriorating System**

The quality of our transportation system is also deteriorating. Surface transportation assets have limited life spans. Currently, many segments of the nation's transportation infrastructure are reaching or have exceeded their useful design life. Today, almost 61,000 miles (37 percent) of all lane miles on the NHS are in poor or fair condition; more than 152,000 bridges – one of every four bridges in the United States – are structurally deficient or functionally obsolete; and more than 32,500 public transit buses and vans have exceeded their useful life. The nation's largest public transit agencies face an \$80 billion maintenance backlog to bring their rail systems to a state of good repair and, within the next six years, almost every transit vehicle (55,000 vehicles) in rural America will need to be replaced. The American Society of Civil Engineers grades our surface transportation system as follows:

Roads	D-
Bridges	C
Transit	D
Rail	C-

The American Society of Civil Engineers estimates that the nation's infrastructure requires an investment of \$2.2 trillion over the next five years to bring the infrastructure to a state of good repair.

A major deficiency in our transportation system is the absence of a high-speed rail system. High-speed rail can produce substantial economic benefits, reduce congestion on the highways and

in the air, and produce a net reduction in greenhouse gas emissions. The United States has only one rail line that can support high-speed rail, Amtrak's Acela service between Washington, DC, and Boston, Massachusetts. However, even this line cannot operate at high speeds over major segments and operates at an average of 73 miles per hour. By contrast, major European and Asian countries rely substantially on high-speed rail and continue to expand their systems.

In 2008, Congress authorized the development of 11 high-speed rail corridors linking major metropolitan regions throughout the United States. In 2009, at the request of President Barack Obama, Congress provided \$8 billion to begin construction of these high-speed rail systems. The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432, Division B) and this \$8 billion investment are the first serious commitments to high-speed rail in the history of the nation.

However, despite the historic nature of this investment, it pales in comparison to the investments of our global competitors. Earlier this year, China announced that it will invest \$730 billion in its railways (including high-speed rail) in the next four years (through the end of 2012). Spain, which opened its first high-speed rail line in 1992, has a network today of more than 1,200 miles of high-speed rail (traveling at 186 miles per hour). By 2020, Spain will invest almost \$140 billion to develop a network of 6,200 miles of high-speed rail lines throughout the country.

### 1956 Policies and 2009 Needs

The transportation programs and policies crafted more than a half-century ago are no longer well-suited to address today's challenges of improving the condition, performance, and safety of our system. With completion of the Interstate Highway System, national transportation policy lost its focus. Today, there are more than 108 individual programs, as well as dozens of set asides and takedowns, that provide Federal surface transportation funding. Overlapping and similar eligibility, transferability of funds, and the lack of transparency, accountability, and oversight make it impossible to determine whether programs are meeting national objectives. The Government Accountability Office (GAO) put it succinctly in a 2008 report: "To some extent, the Federal-aid Highway program functions as a cash transfer, general purpose grant program, not as a tool for pursuing a cohesive national transportation policy."<sup>2</sup>

In addition, our lack of a National Transportation Strategic Plan impedes our ability to replicate the successes of the Interstate Highway System in other transportation programs today. As we move beyond construction of the Interstate, we must develop a new transportation paradigm that is intermodal in nature.

Present and future demands on the nation's intermodal surface transportation network require a bold new vision, greater accountability, and a forward-thinking approach to address these challenges.

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<sup>2</sup> GAO, *Restructured Federal Approach Needed for More Focused, Performance-Based, and Sustainable Programs* (2008).

## THE CRISIS IN THE HIGHWAY TRUST FUND

If we do not act quickly to authorize and reform Federal transportation programs, we will face a major crisis.

The existing reauthorization act, which is financed by the Highway Trust Fund, expires on September 30, 2009. In the past 30 years, Congress has never completed action on the reauthorization act by the date on which the programs expired. Instead, Congress has extended the programs for short-term periods while action was completed on the long-term reauthorization act. During consideration of the last reauthorization act, Congress extended the programs 12 times prior to enactment of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59).

A business-as-usual reauthorization is not acceptable. In the past, during these periods of multiple short-term extensions of the programs, state departments of transportation have slowed investment because of the uncertainty regarding the long-term future of the program, and been unwilling to invest in large, long-term projects until enactment of the reauthorization act. In this time of severe economic recession, the effects of any slowed investment could offset much of the benefits of the increased transportation investment provided under the American Recovery and Reinvestment Act (P.L. 111-5).

This concern for the economic effects of short-term reauthorization extensions is critically compounded by the current financial crisis in the Trust Fund. Prompt Federal action is necessary to stabilize the Trust Fund and restore the confidence of state departments of transportation and the contractor community or many States will not have enough confidence in future financing of the programs to go forward with significant new construction.

According to DOT, the Highway Account of the Trust Fund is running out of cash and may not have enough funding to reimburse States for their Federal highway investments as early as August 2009. The shortfall is projected to be \$5 billion to \$7 billion by September 2009 and an additional \$8 billion to \$10 billion in fiscal year 2010. If the Trust Fund runs out of cash, DOT will immediately begin rationing reimbursements to States, creating cash flow problems for States and significant uncertainty for the future of the program.

The current user fees supporting the Trust Fund are completely inadequate to maintain our existing infrastructure. If we continue at existing funding levels, our road surfaces will continue to deteriorate, structurally-deficient bridges will go unrepaired, and congestion will worsen. The mainstay of funding is the 18.3-cent-per-gallon gasoline user fee, which has not been increased since 1993, and produces progressively less revenue as the fuel efficiency of automobiles increases. The current user fees generate only enough revenue to finance a \$35.1 billion of Federal highway, highway safety, and public transit investments in fiscal year 2010, which would be a 34-percent cut from this year's \$53 billion funding level. Without additional revenues, a six-year surface transportation authorization bill could fund only \$236 billion in highway, highway safety, and transit investment – \$90 billion less than the current investment level over the next six years (\$326 billion). These shortfalls could result in a loss of more than three million good, family-wage construction jobs.

The uncertainty of short-term extensions, Trust Fund cash flow problems, and potential highway, highway safety, and transit funding cuts could each cause significant job losses, and together, may severely deepen the current recession.

It is imperative for Congress to act on the Surface Transportation Authorization Act and establish a sound and sustainable revenue stream to finance the future of surface transportation.

## **TRANSFORMATIONAL REFORMS IN THE SURFACE TRANSPORTATION AUTHORIZATION ACT**

The next surface transportation authorization must affirm the nation's commitment to building and operating an intermodal surface transportation network that can meet the demands of the 21st Century. The Surface Transportation Authorization Act creates a performance-based framework, designed to achieve results with transparency, accountability, and oversight to ensure that goals are met. This Act restructures DOT to implement more effectively the goals and objectives of the Federal surface transportation programs, improve the delivery of critical surface transportation projects, facilitate the utilization of all modal options to address needs, and provide taxpayers with a better, more measurable return on their investment in the nation's infrastructure.

### **A Clear Federal Role and National Objectives**

Existing Federal surface transportation programs prescribe the type of project eligible for funding, but then afford States great discretion to shift funds between programs. The lack of clear Federal priorities and system-wide objectives has made it difficult to understand or identify the Federal role in surface transportation. Many of these Federal programs are ineffective in addressing current transportation challenges requiring solutions that integrate multiple modes of transportation. Further, the various program goals are often unclear and, in some cases, conflicting.

The Surface Transportation Authorization Act will transform the nation's surface transportation policies by clearly defining the role and specific objectives of the Federal Government in providing resources to States to carry out programs. These objectives include:

- Create a National Transportation Strategic Plan;
- Improve the safety of the surface transportation network;
- Bring existing highway and transit facilities and equipment to a state of good repair;
- Facilitate goods movement;
- Improve metropolitan mobility and access;
- Expand rural access and interconnectivity;
- Lessen environmental impacts from the transportation network;
- Improve the project delivery process by eliminating duplication in documentation and procedures;
- Facilitate private investment in the national transportation system that furthers the public interest;
- Ensure that States receive a fair rate of return on their contributions to the Trust Fund;
- Provide transportation choices; and
- Improve the sustainability and livability of communities.

## **Consolidate and Simplify Programs**

To ensure that the national objectives and priorities are best addressed, the Surface Transportation Authorization Act consolidates or terminates more than 75 programs. Most highway funding will be provided under four, core formula categories:

- **Critical Asset Investment** – Consolidates the existing Interstate Maintenance program, National Highway System program, and Highway Bridge program into one streamlined, outcome-based Critical Asset Investment program whose goal is to bring the highways and bridges on the NHS (including the Interstate System) to a state of good repair and maintain that condition.
- **Highway Safety Improvement** – Restructures the Highway Safety Improvement program to focus on reducing motor vehicle crash fatalities and injuries on the nation's highways, grade-crossings, and rural roads by investing in improvements to remove or lessen roadway safety hazards.
- **Surface Transportation** – Provides States with surface transportation funding through a *flexible program that enables States and metropolitan regions* to address state-specific needs including new highway and transit capacity. Facilitates local decision-making and participation by increasing the role of communities.
- **Congestion Mitigation and Air Quality Improvement (CMAQ)** – Restructures the CMAQ program to fund projects that improve air quality, reduce congestion, and improve public health and the livability of communities.

Similar consolidations are being proposed for programs in the Federal Transit Administration (FTA), National Highway Traffic Safety Administration (NHTSA), and the Federal Motor Carrier Safety Administration (FMCSA). Establishing core categories with specific performance objectives will simplify Federal surface transportation programs, and provide States, metropolitan regions, and public transit agencies with flexibility to identify the best approach to achieve the specific national performance objectives.

## **Require Performance Standards and Institute Accountability Measures**

The Surface Transportation Authorization Act includes program-specific performance standards and measures that will hold funding recipients accountable for their choices on projects and the impact that those choices will have on meeting national objectives. These performance standards include:

- Reducing the number of people killed and injured in motor vehicle crashes;
- Restoring the highway, bridge, and public transit systems to a state of good repair; and
- Ensuring that motor carriers and commercial motor vehicle drivers comply with Federal motor carrier safety laws and regulations.



Many other performance standards will be tailored to the particular challenges of a State or metropolitan area as part of an overall long-term plan for investing surface transportation funds.

Under existing law, States may transfer up to 50 percent of their core highway formula program funds to other programs. This power to transfer funds eliminates the link between Federal goals and the actual investment decisions at state and local levels. The Surface Transportation Authorization Act continues to provide States, cities, and public transit agencies with flexibility in how they choose to meet specific national performance objectives, but it institutes transparency, accountability, and oversight for these grant recipients to ensure that they meet these performance objectives. This approach is critical to transforming Federal surface transportation investment from the existing block grant programs to a performance-based framework.

### **Expand Mobility and Access for People and Goods**

Improving and expanding mobility on the nation's surface transportation system is critical to the nation's economic competitiveness as well as to our fellow citizens' access to work, medical care, education, and recreation. Passenger and freight mobility are important to rural, suburban, and metropolitan communities alike.

To accomplish these national objectives, the Surface Transportation Authorization Act establishes the following programs:

- **Metropolitan Mobility and Access** – Provides significant, dedicated funding to help the largest metropolitan regions address congestion. The program requires communities to develop metropolitan mobility plans to articulate each region's comprehensive local strategies for addressing surface transportation congestion and its impacts. To support Metropolitan Mobility and Access, the U.S. Department of Transportation, acting in part through a newly-created National Infrastructure Bank, may provide grants, loans, loan guarantees, lines of credit, private-activity bonds, tax-credit bonds, and other financial tools to help metropolitan regions implement their plans and finance a range of strategies, including improved transit operations, congestion pricing, and expanded highway and transit capacity.
- **Projects of National Significance** – Enhance U.S. global competitiveness by increasing the focus on goods movement and freight mobility. These high-cost projects, which cannot easily be addressed through formula grants of highway or transit funding, have significant national economic benefits, including improving economic productivity by facilitating international trade and relieving congestion at major trade gateways and corridors. To support Projects of National Significance, DOT, acting in part through the National Infrastructure Bank, will provide grants, loans, loan guarantees, lines of credit, private-activity bonds, tax-credit bonds, and other financial tools to States to finance the construction of these projects of national significance.
- **Freight Improvement** – Provides state formula grant funding for freight and goods movement projects and for improving States' ability to conduct freight planning. To

support Freight Improvement, States will receive formula apportionments funded by contract authority derived from the Trust Fund.

- **High-Speed Rail Initiative** – Advances the Committee's and President Barack Obama's vision for high-speed rail, and provides funding to develop the 11 authorized high-speed rail corridors linking major metropolitan regions throughout the nation. To support the High-Speed Rail Initiative, DOT, acting in part through the National Infrastructure Bank, may provide grants, loans, loan guarantees, lines of credit, private-activity bonds, tax-credit bonds, and other financial tools to States to invest in construction of these high-speed rail corridors. This funding will not be provided from the motor vehicle fuel users fees of the Highway Trust Fund.

### **Improve Livability and Environmental Sustainability of Communities**

Providing transportation choices and creating livable communities is essential to improving mobility for all users and ensuring that the transportation system enhances our quality of life. Expanding access to sustainable modes of transportation, and incorporating long-term mobility needs into the community planning process will yield significant benefits for public health and the environment.

To provide national leadership for the creation of livable communities and the development of sustainable transportation choices, the Surface Transportation Authorization Act creates an Office of Livability within the Federal Highway Administration (FHWA) of DOT.

The Office of Livability will establish a focal point within FHWA to advance environmentally sustainable modes of transportation, including transit, walking, and bicycling. This Office will encourage integrated planning, linking land use and transportation planning, to support the creation of livable communities. To ensure that roadways are built with the needs of all users in mind, the Surface Transportation Authorization Act requires that States and metropolitan regions consider comprehensive street design principles. Comprehensive street design takes into account the needs of all users, including motorists, motorcyclists, transit riders, cyclists, pedestrians, the elderly, and individuals with disabilities. Comprehensive street design principles are not prescriptive, do not mandate any particular design elements, and result in greatly varied facilities depending on the specific needs of the community in which they are located.

The Surface Transportation Authorization Act transforms the current transportation planning process by linking transportation planning with greenhouse gas emissions reductions. The Environmental Protection Agency, in consultation with DOT, will establish national transportation-related greenhouse gas emissions reduction goals. DOT, under the existing transportation planning process, will require States and metropolitan regions to develop surface transportation-related greenhouse gas emission reduction targets and incorporate strategies to meet these targets into their transportation plans. DOT, through performance measures, will verify that States and metropolitan areas achieve progress towards national transportation-related greenhouse gas emissions reduction goals.

## Improve Efficiency of Federal Programs and Delivery of Projects

The Surface Transportation Authorization Act will significantly reduce the time and administrative burden for projects in the approval process. It will also restructure key functions and offices within DOT to institute reforms and processes that foster greater collaboration and efficiency.

- **New Transit Development** – Significantly restructures transit New Starts and Small Starts to speed project delivery; ensure that all of the benefits of the proposed projects are fully evaluated; and provide a level playing field for local decision-making.
- **Under Secretary of Intermodalism** – Establishes an Office of Intermodalism within the Office of the Secretary, charged with developing and implementing a National Transportation Strategic Plan for addressing the long-term needs of the surface transportation network. The Under Secretary also has responsibility for administering the Metropolitan Mobility and Access and Projects of National Significance programs and the National Infrastructure Bank.
- **Office of Expedited Project Delivery** – Creates offices within FHWA and FTA to improve the project delivery process by eliminating duplication in documentation and procedures and expedite the development of projects through the environmental review process, design, and construction.

## FUTURE SURFACE TRANSPORTATION INVESTMENT NEEDS

Reforming existing programs is vital to addressing our surface transportation needs, but we must also invest more in our infrastructure. The National Surface Transportation Policy and Revenue Study Commission (Commission), which Congress created to determine the future needs of the surface transportation system, identified a significant surface transportation investment gap. The Commission called for an annual investment level of between \$225 billion and \$340 billion – by all levels of government and the private sector – over the next 50 years to upgrade all modes of surface transportation (highways, bridges, public transit, freight rail, and intercity passenger rail) to a state of good repair. The current annual capital investment from all sources in all modes of surface transportation is \$85 billion.

Under existing transportation policy, the Federal highway, highway safety, and transit programs would be funded at a total level of \$326 billion over the next six years. This level is not adequate to meet the needs of the system. We believe that a six-year investment of \$450 billion is necessary. With the transformational reforms that we are making, the Surface Transportation Authorization Act will help give us the first-class transportation system that the nation will need in the decades to come. This level of investment is necessary to begin reducing roadway fatalities and injuries, improving mobility and access, eliminating freight bottlenecks, mitigating the impacts of our surface transportation system on the environment, and providing greater modal choice for all travelers.

A \$450 billion program will enable the Federal Government, States, and major metropolitan regions to go beyond preserving our existing assets and restoring them to a state of good repair to add new highway and transit capacity. Many of the initiatives, including the Surface Transportation, Metropolitan Mobility and Access, Freight Improvement, Projects of National Significance, and New Starts programs, permit funding of new highway and transit capacity. Of course, improving the quality of the existing systems will also enable many of these assets to handle more capacity.

In addition to allowing States and metropolitan regions to add highway and transit capacity, the Surface Transportation Authorization Act provides substantial funding for transportation needs in rural America. Newly-established programs, such as the Critical Asset Investment and Freight Improvement programs, provide States with funding to bring the NHS, almost 70 percent of which is located in rural areas, to a state of good repair. The restructured Highway Safety Improvement program requires States to focus investment on their most dangerous roads, including rural roads which account for an estimated 55 percent of all motor vehicle crash-related fatalities.

The Surface Transportation Authorization Act leverages our investment in infrastructure by creating a National Infrastructure Bank (Bank). The Bank will maximize the limited resources available for investing in our surface transportation needs and allow the Federal Government to leverage resources to invest in our most critical national transportation assets.

Located within DOT's newly-created Office of Intermodalism and working in conjunction with the Metropolitan Mobility and Access, Projects of National Significance, and High-Speed Rail initiatives, the Bank will finance a wide variety of transportation projects, including highway, transit, rail, and intermodal freight projects, with priority given to large capital infrastructure projects that promise significant national or regional economic benefits.

The Bank will provide grants and credit assistance, including secured loans, loan guarantees, and stand-by lines of credit, as well as allocations of tax-exempt private activity bonding authority and tax-credit bonding authority to projects under the Metropolitan Mobility and Access, Projects of National Significance, and High-Speed Rail initiatives.

The National Infrastructure Bank will provide the necessary resources to supplement current Federal investment to build a surface transportation infrastructure system for the 21st Century.

## CONCLUSION

The challenges facing the nation's surface transportation system cannot be addressed by making simple alterations to the existing set of surface transportation programs. We must move from an amalgamation of prescriptive programs to a performance-based framework for intermodal transportation investment.

Our Blueprint for the Surface Transportation Authorization Act provides a bold new vision, greater accountability, a forward-thinking approach, and the investments necessary to ensure that Americans have a surface transportation system to meet their needs in the 21<sup>st</sup> Century.

Specific information on the future framework for Federal surface transportation programs are outlined in the attached summaries.

<b>TITLE I FEDERAL AID HIGHWAYS:</b>	
<b>(1105) FREIGHT IMPROVEMENT PROGRAM (FIP):</b>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 119</li> <li>○ New formula based “Core Program” <ul style="list-style-type: none"> <li>– Does not specify what the distribution formula will be.</li> </ul> </li> <li>○ Eligible projects include: <ul style="list-style-type: none"> <li>– Highways that are related to, or improving freight movement or access to ports, intermodal facilities, and gateways</li> <li>– Highways that improve access for military purposes</li> <li>– Truck parking facilities</li> <li>– Located on the NHS or a secondary freight route (see below)</li> </ul> </li> <li>○ States must appoint an freight advisory council that has the following roles: <ul style="list-style-type: none"> <li>– Advisor to the state on freight priorities, issues, projects and funding needs</li> <li>– Communication and coordination</li> <li>– Information sharing</li> <li>– Freight plan development participant (see below)</li> </ul> </li> <li>○ States must develop a freight plan <ul style="list-style-type: none"> <li>– Identifies trends and issues</li> <li>– Describes freight polices, strategies and performance measures</li> <li>– Considers condition of state freight routes including secondary freight routes</li> <li>– Plan for meeting performance targets (see below)</li> </ul> </li> <li>○ States must inventory non-NHS roads for economic or freight related importance <ul style="list-style-type: none"> <li>– Submit to DOT for approval as “secondary freight routes”, which are eligible for Freight Improvement program funds</li> <li>– Secondary freight routes are those not on the NHS, certified by the State DOT</li> <li>– System mileage is capped to the total of federal aid highways in a state</li> <li>– Designations can be removed and restored by US DOT</li> </ul> </li> <li>○ Performance Measures and Accountability <ul style="list-style-type: none"> <li>– Performance targets for speed and reliability of freight movement set by US DOT in cooperation with each state</li> <li>– States report and document progress on meeting targets</li> </ul> </li> <li>○ Freight Corridor Coalitions and Plans – similar to Corridors of the Future Program <ul style="list-style-type: none"> <li>– Limited to ten corridors nationally designated by US DOT</li> <li>– States may form interstate coalitions that must include State DOT's and MPO's for TMA's in the corridor, and representatives of the various freight modes, major ports, and private sector stakeholders</li> <li>– US DOT designates the corridor</li> <li>– Coalition must and demonstrate that they have the capacity to analyze their corridor, build consensus among its members and</li> </ul> </li> </ul>

*Surface Transportation Act of 2009*  
*Outline of Major Programs*  
*June 28, 2009*

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	<ul style="list-style-type: none"> <li>develop a plan for improvements           <ul style="list-style-type: none"> <li>– The plan covers highway, rail, intermodal capacity, maintenance and operational improvement projects as well as short sea shipping</li> <li>– The plan will rank projects and must be consistent with state and regional plans</li> <li>– Secretary of US DOT may make grants to fund expenses of the organization</li> </ul> </li> </ul>
<p><b>(1106) SURFACE TRANSPORTATION PROGRAM (STP):</b></p>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 133</li> <li>○ Adds the following to project eligibility:           <ul style="list-style-type: none"> <li>– Tunnels</li> <li>– Highway Safety Improvement projects and activities</li> <li>– Bridge construction to add other modes</li> </ul> </li> <li>○ Eliminates 10 percent TE set aside and instead requires that 10 percent of statewide population distributed funds be spent on TE projects</li> <li>○ Changes population distribution to reflect loss of TE set aside</li> <li>○ Acknowledges rural planning organizations and requires State coordination in selecting projects</li> </ul>
<p><b>(1107) FERRY PROGRAM:</b></p>	<ul style="list-style-type: none"> <li>○ Designates a Ferry Program           <ul style="list-style-type: none"> <li>– Coordinated through the Office of Intermodalism</li> <li>– Requires a National Ferry Database</li> </ul> </li> </ul>
<p><b>(1108) HIGHWAY SAFETY IMPROVEMENT PROGRAM:</b></p>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 148</li> <li>○ Eliminates set asides for highway-rail crossings and high risk rural roads</li> <li>○ Adds new definitions for “Crossings” and Highway Rail Incident</li> <li>○ Changes definition of High Risk Rural Road to uncouple it from statewide averages for accidents and fatalities in favor of likelihood of crashes</li> <li>○ Federal share of Highway Safety Improvement Projects is 90 percent</li> <li>○ Strategic Highway Safety Plan           <ul style="list-style-type: none"> <li>– Increases coordination for developing the Strategic Highway Safety Plan to include the following:               <ul style="list-style-type: none"> <li>· Tribal governments</li> <li>· DMV</li> <li>· Office of Traffic Safety</li> <li>· People implementing grade crossing and rail safety</li> </ul> </li> <li>– Content of plan amended to include tribal planning processes</li> </ul> </li> <li>○ Establishes a requirement for an HSIP Investment Plan to be developed by the state           <ul style="list-style-type: none"> <li>– Required after 2012</li> <li>– Documents and prioritizes highway safety needs</li> <li>– Covers six years</li> <li>– Describes how the state will allocate funds               <ul style="list-style-type: none"> <li>· Among public roads, highway-rail crossings, bicycle/pedestrian paths and trails,</li> <li>· By functional classification and ownership</li> <li>· Types of safety projects, and</li> <li>· Other safety projects within the scope of 23 USC</li> </ul> </li> <li>– Tied to performance targets</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>- US DOT approves the document</li> <li>- US DOT can also reduce performance targets if it determines that apportionments are not sufficient or in the event of an emergency</li> <li>o Performance Measures and Accountability <ul style="list-style-type: none"> <li>- Performance targets for reducing fatalities and injuries set by Secretary of US DOT</li> <li>- Targets vary by state</li> <li>- States develop a plan to meet targets, which are approved by US DOT and report annually on progress</li> <li>- Funds withheld if US DOT determines that use of funds is inconsistent with the plan</li> <li>- US DOT can compel states without plans to spend more of their federal funds on safety projects</li> </ul> </li> </ul>
<p><b>(1109) CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM:</b></p>	<ul style="list-style-type: none"> <li>o Amends 23 USC 149</li> <li>o Retains program</li> <li>o Continues suballocation to large metropolitan areas that are non attainment or maintenance</li> <li>o Requires states to distribute obligation authority (subject to any limitation) to nonattainment or maintenance areas with weighted populations over an unspecified amount between those areas based on relative weighted populations, if not used within 9 months, OA can be used elsewhere in the state</li> <li>o Repeals Section 149 (e) Partnership with Non Governmental Entities and (f) Cost Effective Emission Reduction (diesel retrofit priority)</li> </ul>
<p><b>(1110) CRITICAL ASSET INVESTMENT PROGRAM (CAI):</b></p>	<ul style="list-style-type: none"> <li>o Inserts new section 23 USC 150</li> <li>o Consolidates Highway Bridge Replacement and Rehabilitation, Interstate Maintenance and National Highway System Programs <ul style="list-style-type: none"> <li>- Funds can be used anywhere on NHS</li> <li>- Any bridge on the Federal Aid Highway System eligible</li> </ul> </li> <li>o Use of Funds <ul style="list-style-type: none"> <li>- Funds can be used for preservation, rehabilitation, protection, or replacement</li> <li>- Funds cannot be used for capacity increases (other than auxiliary lanes or capacity increases on bridges)</li> <li>- An unspecified percentage for funds can be used for bridge and tunnel inspection, training inspectors, and collection of data on facility condition</li> </ul> </li> <li>o Formula Program <ul style="list-style-type: none"> <li>- Formula yet to be specified but is proposed to be based on use, condition and extent of State's core highway system (presumed to be NHS)</li> </ul> </li> <li>o Performance Measures and Accountability <ul style="list-style-type: none"> <li>- Targets vary by state</li> <li>- Percentage based performance targets for highways and bridges set by Secretary of US DOT</li> <li>- Until US DOT sets the targets, highway performance measures will be based on roughness index</li> </ul> </li> </ul>

*Surface Transportation Act of 2009*  
*Outline of Major Programs*  
*June 28, 2009*

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	<ul style="list-style-type: none"> <li>○ States develop investment plan to meet targets <ul style="list-style-type: none"> <li>– Approved by US DOT and report annually on progress</li> <li>– Updated biennially</li> <li>– Documents system condition</li> <li>– Includes 6 year investment strategy</li> </ul> </li> <li>○ State required to annually report to US DOT on their progress with meeting targets and distribution of OA by functional classification and ownership of facilities</li> <li>○ Funds withheld if US DOT determines that use of funds is inconsistent with the investment plan</li> <li>○ States may transfer their NHS, Bridge and IM apportionments made prior to October 1, 2009 into the CAI</li> </ul>
<b>(1111) SAFE ROUTES TO SCHOOLS:</b>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 152</li> <li>○ Revises federal share to up to 100 percent</li> <li>○ Allows grants for planning purposes</li> <li>○ Requires grant recipients to collect data</li> <li>○ Establishes a national data collection plan and program</li> <li>○ Allows grants for the use of innovative technologies for data collection</li> <li>○ Requires Office of Livability to issue guidance for expediting projects</li> </ul>
<b>(1112) NATIONAL SCENIC BYWAYS PROGRAM:</b>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 162</li> <li>○ Creates a Byways Resource Center in US DOT</li> </ul>
<b>(1113) FEDERAL AND TRIBAL LANDS/PUERTO RICO AND TERRITORIAL HIGHWAYS PROGRAM:</b>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 201</li> <li>○ Consolidates most of the federal lands programs with the territorial programs</li> <li>○ Requires implementation of procedures consistent with current State and Metropolitan Planning and Programming requirements</li> <li>○ TIP will be approved by Secretary of US DOT</li> <li>○ Projects will be incorporated into appropriate state and MPO plans and programs</li> <li>○ Appropriations for Indian Reservation Roads and Forest Roads administered jointly by US DOT and Department of the Interior</li> <li>○ Does not appear to alter Indian Reservation Road formulas</li> </ul>
<b>(1115) NONMOTORIZED TRANSPORTATION PILOT PROGRAM:</b>	<ul style="list-style-type: none"> <li>○ Extends grant program through 2012</li> <li>○ Expands eligibility from just pedestrian and bicycle trails to include "other features of benefit in fulfilling purposes of the program".</li> <li>○ Requires US DOT to report on results of program</li> </ul>
<b>(1119) TRANSFERABILITY OF FEDERAL AID HIGHWAY FUNDS</b>	<ul style="list-style-type: none"> <li>○ Repeals 23 USC 126, transferability provisions within the highway programs</li> </ul>
<b>(1201) OFFICE OF INTERMODALISM:</b>	<ul style="list-style-type: none"> <li>○ Amends 48 USC 102 and 49 USC 5502</li> <li>○ Moves back to US DOT from Research and Innovative Technology Administration</li> <li>○ Headed by a new Under Secretary of Transportation for Intermodalism charged with: <ul style="list-style-type: none"> <li>– Recommending projects for funding through Metropolitan Mobility and Projects of National Significance programs</li> </ul> </li> </ul>



	<ul style="list-style-type: none"> <li>– Intermodal coordination among US DOT administrations</li> <li>○ Brings back Council of Intermodalism composed of US DOT modal administrators, Coast Guard and US Army Corps of Engineers             <ul style="list-style-type: none"> <li>– Reviews and approves Under Secretary Recommendations</li> </ul> </li> <li>○ Supports Metropolitan Mobility Program, Freight Improvement, Projects of National Significance, and High-Speed Rail with financing tools</li> <li>○ Home of a new National Infrastructure Bank             <ul style="list-style-type: none"> <li>– Similar to TIFIA</li> <li>– Provides credit enhancements, loan guarantees and loans</li> <li>– Operates through Treasury Department</li> <li>– Public and private sector sponsors can access the program</li> </ul> </li> <li>○ Develops a National Transportation Strategic Plan             <ul style="list-style-type: none"> <li>– Based on State long-range plans</li> <li>– Focus on projects with significant national and regional impacts</li> <li>– Creates a vision and strategy for federal investment</li> </ul> </li> </ul>
<p><b>(1202) OFFICE OF EXPEDITING PROJECT DELIVERY:</b></p>	<ul style="list-style-type: none"> <li>○ Adds new section 23 USC 330</li> <li>○ Expands NEPA Delegation Pilot Program to all states</li> <li>○ Establishes within FHWA and FTA an Office of Expedited Project Delivery (OEPD)             <ul style="list-style-type: none"> <li>– Focus on largest and most complicated highway and transit projects</li> <li>– Monitors project progress through the delivery process</li> <li>– Assist state in development of environmental review schedule</li> <li>– Promotes practices that accelerate project delivery (e.g., design build)</li> <li>– Resolves obstacles to delivery by working with relevant parties using conflict resolution techniques</li> <li>– Best practices clearing house</li> </ul> </li> <li>○ Reports to Congress on status of delayed projects</li> </ul>
<p><b>(1203) OFFICE OF LIVABILITY:</b></p>	<ul style="list-style-type: none"> <li>○ Adds new section 23 USC 331</li> <li>○ Established within FHWA             <ul style="list-style-type: none"> <li>– Clearinghouse for sustainability practices</li> <li>– Administers Safe Routes to Schools, Transportation Enhancements, Recreational Trails, Scenic byways, and US Bicycle Route System</li> <li>– Develops statistical and analytical capabilities for sustainable transportation options</li> <li>– Compiles and promotes information, best practices and techniques for expediting delivery of nonmotorized sustainable projects</li> <li>– Oversees new requirement for all federal aid projects to consider comprehensive streets policies, principles and design standards very similar to the Complete Streets Program</li> </ul> </li> <li>○ Establishes a US Bicycle Route System             <ul style="list-style-type: none"> <li>– Makes grants to States and Indian tribes for planning, mapping, signage, promotional materials and construction</li> <li>– Federal share of grant is 80 percent</li> </ul> </li> </ul>

<p><b>(1204) OFFICE OF PUBLIC BENEFIT:</b></p> <p><i>See also Section 1301 Tolling</i></p>	<ul style="list-style-type: none"> <li>○ Adds new section 23 USC 611</li> <li>○ Creates a new Office of Public Benefit within FHWA <ul style="list-style-type: none"> <li>– Reviews and approves state plans for toll rates on federal aid highways as well as methods for toll adjustment and plans to mitigate toll impacts</li> <li>– Monitors state compliance with toll and P3 agreements</li> <li>– Oversees federal P3 requirements</li> </ul> </li> </ul>
<p><b>(1205) METROPOLITAN MOBILITY ACCESS PROGRAM (MMA):</b></p> <p><i>See also Section 1304 Metropolitan Infrastructure Bank</i></p>	<ul style="list-style-type: none"> <li>○ Adds new section 23 USC 701</li> <li>○ Program purpose is to: <ul style="list-style-type: none"> <li>– Provide financial assistance directly to MPOs I</li> <li>– increase mobility and access for goods and people</li> <li>– Implement an outcome based approach to delay and congestion</li> <li>– Improve safety and environmental sustainability</li> </ul> </li> <li>○ Secretary to work with TRB and National Academies to develop program criteria and issue regulations covering eligibility criteria for the program and projects; mobility plan requirements, grant allocations, and performance areas.</li> <li>○ MPO eligibility <ul style="list-style-type: none"> <li>– Planning area of more than 500,000 people</li> <li>– Submit application for program</li> <li>– Has financial capacity and authority to implement program</li> <li>– Carry out a congestion management process</li> <li>– Has implemented low-cost traffic management strategies</li> </ul> </li> <li>○ Grants -- program builds upon the previous Urban Partnership Agreement Program <ul style="list-style-type: none"> <li>– Tier One (40 percent of funds – ten grants) reserved for MPOs over 1 million in population</li> <li>– Tier Two reserved for any eligible MPO not receiving a Tier One grant</li> <li>– Funds available for three years</li> <li>– Unused funds returned to US DOT for redistribution</li> <li>– Federal share is 80 percent</li> <li>– Available for projects eligible under Titles 23 and Title 49 Section 5307</li> <li>– Cannot be used for low cost traffic management strategies</li> <li>– Grants made through Full Funding Grant Agreements</li> <li>– Terms set by Secretary of US DOT <ul style="list-style-type: none"> <li>• Establishes terms of US DOT participation</li> <li>• Maximum amount of financial assistance</li> <li>• Can require collection and analysis of project impacts</li> <li>• Incorporates quantifiable performance targets relating to delay, travel reliability, safety, vehicle accommodation, regional productivity, public transit access, emissions, and reduction of SOV</li> </ul> </li> </ul> </li> <li>○ Metropolitan Mobility Plan <ul style="list-style-type: none"> <li>– Due to US DOT 6 months after final regulations</li> <li>– Certifies recipient meets requirements</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>- Assess congestion and its impacts</li> <li>- Describes low cost congestion reduction, mobility, access, and livability projects that can be implemented in two years</li> <li>- Also describes other projects for the same purposes that can be implemented in six years</li> <li>- Analyzes project impacts on the conditions described in the plan and other benefits that may accrue to energy, environment, economic development, transportation cost reduction, and land use and growth patterns</li> <li>- Plan developed in coordination with the State and local transit authorities</li> <li>- Plan reviewed and approved by Secretary based on specified criteria</li> <li>- If the plan involves the use of tolls and/or P3's it will be subject to review and approval by the Office of Public Benefit</li> <li>o Metropolitan Infrastructure Bank <ul style="list-style-type: none"> <li>- Created by agreement between US DOT and the MPO</li> <li>- Provides loans and credit assistance</li> </ul> </li> <li>o Annual Reports by Secretary to House T&amp;I, Senate EPW, Banking, Housing and Urban Affairs, program also reviewed annually by the GAO</li> </ul>
<p><b>(1206) PROJECTS OF NATIONAL SIGNIFICANCE (PNS):</b></p>	<ul style="list-style-type: none"> <li>o Adds new section 23 USC 702</li> <li>o Repeals 2 SAFETEA-LU discretionary programs and 1 formula program <ul style="list-style-type: none"> <li>- Projects of Regional and National Significance (discretionary)</li> <li>- National Corridor Infrastructure Improvement Program (discretionary)</li> <li>- Coordinated Border Infrastructure Program (formula)</li> </ul> </li> <li>o Purpose of the program is to Assist critical high-cost transportation facilities that: <ul style="list-style-type: none"> <li>- Generate national economic benefits</li> <li>- Cannot be addressed through state apportionments</li> <li>- Leverage other sources of funds</li> </ul> </li> <li>o Project cost must be expected to exceed the lesser of: <ul style="list-style-type: none"> <li>- \$500 million, or</li> <li>- 75 percent of a state's apportionments, or</li> <li>- 75 percent of the greatest amount apportioned to a single state in a multi-state corridor</li> </ul> </li> <li>o Project Requirements: <ul style="list-style-type: none"> <li>- Eligible under Title 23 or Title 49 Chapter 53 (Transit)</li> <li>- International bridges and tunnels</li> <li>- Public or private freight rail facilities</li> <li>- Intermodal freight transfer facilities</li> <li>- Projects that provide access to either of the two listed immediately above</li> <li>- Intelligent Transportation improvements to facilities described above</li> <li>- Is part of a series of projects meeting the abovementioned criteria that achieve a common objective of improving goods</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>movement             <ul style="list-style-type: none"> <li>– Port projects limited to infrastructure that facilitates direct intermodal transfer and/or access in and out of the port</li> <li>– Must be consistent with state and metropolitan plans, freight corridor plans, and the national transportation strategic plan</li> </ul> </li> <li>○ Funding             <ul style="list-style-type: none"> <li>– Federal share is limited to 80 percent of cost</li> <li>– Projects must be supported by local, state, or private sector commitments</li> <li>– Awards are made by US DOT on a competitive basis using criteria that includes:                 <ul style="list-style-type: none"> <li>• Congestion and mobility benefits</li> <li>• Current and projected volumes of passenger and freight travel</li> <li>• Growth in freight</li> <li>• Economic and environmental costs of congestion in the corridor</li> <li>• National and regional economic benefit</li> <li>• Safety benefits</li> <li>• Use of new technologies</li> </ul> </li> <li>– Selection and awards are made through a letter of intent and a full funding grant agreement, which establishes terms and conditions as well as performance outcomes that must be met</li> <li>– May complete an Early Systems Work Agreement if the project has a record of decision, this will allow some work to proceed on a reimbursable basis prior to execution of a Full Funding Grant agreement</li> <li>– Failure to carry out the project may require that the proponent return the funds plus any interest and penalty charges</li> <li>– Cost savings are shared between US DOT and the proponent</li> <li>– Eligible costs include:                 <ul style="list-style-type: none"> <li>• Interest</li> <li>• Planning, feasibility, forecasting, environmental studies and review</li> <li>• Engineering and design and other preconstruction activities</li> <li>• Construction, reconstruction, rehabilitation, and ROW</li> <li>• Collection of data and analysis related to project impacts</li> </ul> </li> </ul> </li> <li>○ Other requirements             <ul style="list-style-type: none"> <li>– Applicants will be required to complete a before and after study</li> <li>– Secretary of US DOT is required to periodically report to Congress on the status of the program</li> </ul> </li> </ul>
<p><b>(1207) NATIONAL STRATEGIC PLAN:</b></p>	<ul style="list-style-type: none"> <li>○ Adds new section 23 USC 703</li> <li>○ Solicits states to provide a list of projects, which are selected by the Under Secretary</li> <li>○ The Under Secretary may add projects from states that fail to submit them</li> <li>○ Selection criteria includes:</li> </ul>

	<ul style="list-style-type: none"> <li>- National economic benefit</li> <li>- Mobility improvement for passengers and freight</li> <li>- Creation of intermodal links</li> <li>o Project Types: <ul style="list-style-type: none"> <li>- Highway, transit , freight rail, intercity passenger rail,</li> <li>- Multimodal and intermodal facilities, intermodal connectors</li> <li>- Emphasis on development of a national transportation system and service to important national and regional transportation functions</li> </ul> </li> <li>o Plan includes High Speed Rail and Short Sea Shipping routes</li> <li>o Includes cost estimates for the projects</li> <li>o Plan is updated every two years</li> <li>o Under Secretary required to disseminate 20 year projections to states for use in development of their plans; data includes: <ul style="list-style-type: none"> <li>- Highway Performance Monitoring System and Freight Analysis Framework projections for volumes and bottlenecks</li> <li>- Urban transit ridership growth and public transit revenues</li> <li>- Aviation enplanments and ton miles flown</li> <li>- General aviation aircraft hours flown</li> <li>- Capacity constrained airports and air traffic systems</li> <li>- Passenger demand for suborbital space tourism</li> <li>- Freight rail demand</li> <li>- Shipping traffic</li> </ul> </li> </ul>
<p><b>(1301) TOLL ROADS, BRIDGES, TUNNELS, AND FERRIES:</b></p>	<ul style="list-style-type: none"> <li>o Amends 23 USC 129</li> <li>o Requires the Secretary of US DOT through the Office of Public Benefit to enter into an agreements with tolling authorities before committing federal participation</li> <li>o Use of tolls restricted to debt service, ROI, operations and maintenance</li> <li>o Excess tolls may be used for mass transportation projects and operational costs in the tolled corridor</li> <li>o Prohibits non-compete clauses</li> <li>o Requires a public comment period prior to toll implementation, consideration of impacts on interstate commerce and travel, and operational and transit improvements to address projected travel diversion</li> <li>o Requires measures to mitigate impacts of tolls on low-income travelers and those likely to be diverted from the facility because of a toll increase</li> <li>o Requires US DOT to review and approve toll agreements and rate changes, terms of approval limited to findings that: <ul style="list-style-type: none"> <li>- The increase is just and reasonable</li> <li>- Reasonable ROI for the private entity involved in finance, operations or maintenance of the facility</li> <li>- The decision is subject to judicial review</li> </ul> </li> <li>o Toll rates and proposed rate changes shall have public notice and be made available in electronic format</li> <li>o Requires a national standard for electronic toll collection devices on the NHS system</li> <li>o Allows federal participation in HOV lanes incorporating tolls for low</li> </ul>

	<p>occupancy, low emission, or energy efficient vehicles</p> <ul style="list-style-type: none"> <li>- Requires that tolls collected be used for public transportation capital, maintenance, and operating costs of equipment and facilities in the same corridor</li> <li>- Allows variable tolls (congestion pricing)</li> <li>- Grandfathers existing toll authorities subject to certain conditions</li> </ul>
<p><b>(1302, 1303, 1394) TIFIA, STATE INFRASTRUCTURE BANKS &amp; METROPOLITAN INFRASTRUCTURE BANKS:</b></p>	<ul style="list-style-type: none"> <li>o Amends 23 USC 610</li> <li>o TIFIA <ul style="list-style-type: none"> <li>- Requires projects to be subject to labor protection clauses</li> <li>- Increases federal participation in a project to 49% of total cost</li> </ul> </li> <li>o State Infrastructure Banks <ul style="list-style-type: none"> <li>- Extends the program</li> </ul> </li> <li>o Metropolitan Infrastructure Banks <ul style="list-style-type: none"> <li>- Establishes for certain MPO's a program similar to the State Infrastructure Bank Program</li> <li>- Bank can issue loans, credit enhancements, bond reserves, interest subsidies, credit insurance, finance lease agreements for transit capital projects, bond security, and other debt instruments approved by the Secretary of US DOT</li> <li>- MPO must have an approved metropolitan mobility plan in place and be a recipient of a metropolitan mobility and access program grant.</li> <li>- Bank is capitalized with an unspecified portion of the metropolitan mobility and access program grant</li> <li>- The bank can provide financial assistance up to 100 percent of the project's cost</li> <li>- Federal funds cannot be used for grants, at least initially</li> <li>- MPO must also provide a capitalization grant from non federal sources</li> <li>- Must maintain an investment grade rating and establishes criteria for reinvesting income, interest rates charged and terms for repayment</li> </ul> </li> </ul>
<p><b>(1501) PROJECT DELIVERY :</b></p>	<ul style="list-style-type: none"> <li>o Amends 23 USC 106</li> <li>o Adds a requirement that for major projects, State DOT's must include a project delivery schedule along with the financial plan and project management plan</li> </ul>
<p><b>(1502) STANDARDS:</b></p>	<ul style="list-style-type: none"> <li>o Amends 23 USC 109</li> <li>o Adds language to require US DOT to ensure that highway plans are consistent with a comprehensive street design policies, principles and practical design standards.</li> <li>o Mandates consideration of environment, aesthetic, scenic cultural, preservation, access to other modes and other project impacts in the design phase of National Highway System projects (previously were voluntary)</li> <li>o Requires the Office of Livability to issue guidance on Comprehensive Street Design within one year of enactment.</li> </ul>

<p><b>(1504) PUBLIC PRIVATE PARTNERSHIP AGREEMENTS:</b></p>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 112 Contracts</li> <li>○ Requires Public authorities to complete an analysis that P3 agreement will provide value compared to traditional delivery methods that considers: <ul style="list-style-type: none"> <li>– Lifecycle costs and delivery timeframes for both private and traditional methods</li> <li>– Benefits and costs of transfer of risk to the P3</li> <li>– Other benefits or costs associated with public delivery (quantitative or qualitative)</li> </ul> </li> <li>○ Transparency of PPP agreement development <ul style="list-style-type: none"> <li>– Requires that terms of the agreement be made public before it is approved (except for proprietary information)</li> <li>– Requires opportunity for public comment including public meetings and posting information on the World Wide Web</li> </ul> </li> <li>○ Specific Access Requirements: <ul style="list-style-type: none"> <li>– Prohibits closing of the facility or portions to vehicular traffic except for maintenance, accident clearance except for auto only, HOV or Truck only lanes.</li> <li>– Allows restriction of motorcycle and bicycles for safety reasons</li> <li>– Requires provision to allow public authority to take over facility and reopen it in the event of an unauthorized closure</li> <li>– Requires that the highway be opened for emergency evacuation if ordered by the Governor or President and prohibits the operator for charging tolls under such circumstances</li> </ul> </li> <li>○ Prohibits non compete clauses</li> <li>○ Requires a clause that would allow the public agency to terminate the agreement for convenience and reassume ownership upon payment of fair market value.</li> <li>○ Requires that the contract establish standards for the facility to meet upon the end of the term of the contract</li> </ul>
<p><b>(1505) PREVAILING WAGE:</b></p>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 113 to require that prevailing wage rate comparison does not have to be based on similar projects in the immediate locality of the project but can be made with projects of a similar character in the locality.</li> </ul>
<p><b>(1506) EMERGENCY RELIEF:</b></p>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 120 and 125 to restructure language</li> <li>○ Allows use of funds to pay for maintenance and operation of temporary ferry and transit services less the amount of fares charged</li> <li>○ Requires the Secretary to initiate a rulemaking to update regulations for the program and to review the need for changes to the thresholds for funding</li> <li>○ Requires the Secretary to take steps to improve training to federal and state officials on ER requirements and processes.</li> </ul>
<p><b>(1507) HIGHWAY-RAIL CROSSINGS:</b></p>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 130</li> <li>○ Conforming amendments to reflect changes to HSIP</li> </ul>

<p><b>(1508)</b> <b>METROPOLITAN PLANNING:</b></p>	<ul style="list-style-type: none"><li>○ Amends 23 USC 134</li><li>○ Planning policy statement additions:<ul style="list-style-type: none"><li>– Reduce fuel consumption, foreign oil reliance, greenhouse gas emissions and environmental impacts</li><li>– Encourage livability, public health, sustainability, coordination and connectivity</li></ul></li><li>○ Rural Planning Organizations (RPO's)<ul style="list-style-type: none"><li>– Defines as organization designated by the state</li><li>– Population of less than 50,000</li><li>– Requires states to coordinate with RPO's</li><li>– Allows US DOT to review RPO consultation process</li></ul></li><li>○ MPO Structure:<ul style="list-style-type: none"><li>– Changes MPO designation threshold from 50,000 population to 100,000</li><li>– Grandfathers existing MPO's less than 100,000 until such time as their population exceeds 100,000 (both for designation and applicability of small MPO rules)</li><li>– Extends board composition requirements to all MPO's (not just those serving a transportation management area)</li><li>– Requires board members to include operators of public transit systems</li><li>– Requires proportional representation among voting board members</li></ul></li><li>○ Transportation Management Areas required to address greenhouse gas reduction<ul style="list-style-type: none"><li>– Establish emission reduction targets and strategies</li><li>– Must demonstrate progress in meeting targets</li><li>– Process must be made available to the public on the web</li></ul></li><li>○ MPO Performance and Accountability<ul style="list-style-type: none"><li>– Planning performance measures set by Secretary of US DOT<ul style="list-style-type: none"><li>· Measures adjusted for MPO population size</li></ul></li><li>– MPO's report annually on process and performance management is linked to certification</li><li>– Failure to certify leads to withholding of up to 20 percent of project funds in the area (funds are restored upon certification)</li><li>– Largest MPO's (1 million population or greater) must include a performance measure that looks at how the plan was developed with consideration of land use patterns, housing supply, limiting impacts on farmland, air quality, natural resources, water, energy, community livability and greenhouse gases.</li><li>– All MPO's required to submit an annual progress report to US DOT</li></ul></li></ul>
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<p><b>(1509) STATEWIDE PLANNING:</b></p>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 135</li> <li>○ Planning Process <ul style="list-style-type: none"> <li>– Scope of process adds sustainability, livability, greenhouse gas emission reduction, reliance on foreign oil, and climate change adaptation</li> <li>– State Plan Must: <ul style="list-style-type: none"> <li>▪ Include a 20 –year forecast period for all areas of the state.</li> <li>▪ Consider data and statistics provided by US DOT</li> <li>▪ Identify projects of statewide, regional, and national significance and include cost estimates</li> <li>▪ Include measures to alleviate airport congestion if the state has an airport that accounts for 1 percent of national congestion</li> <li>▪ Include measures to reduce freight rail congestion if US DOT requires</li> <li>▪ Plans for deep draft port expansion and traffic increases</li> <li>▪ Include short sea shipping plans</li> </ul> </li> <li>– Greenhouse Gas Emission Reductions, the State must <ul style="list-style-type: none"> <li>▪ Develop targets and strategies</li> <li>▪ Demonstrate progress</li> <li>▪ Private public notice through the World Wide Web</li> </ul> </li> <li>– State plan must be updated by 9/30/2011</li> </ul> </li> <li>○ Programming Process <ul style="list-style-type: none"> <li>– State must consult with Rural Planning Organizations</li> </ul> </li> <li>○ State Performance and Accountability <ul style="list-style-type: none"> <li>– Planning performance measures set by Secretary of US DOT</li> <li>– States report annually on process and performance management is linked to statewide planning funds</li> <li>– Planning process needs to consider (in addition to above) public health, and consistency with housing and land use</li> <li>– Requires US EPA and US DOT to set national emissions reductions goals and standardized models for developing emissions reduction targets</li> </ul> </li> </ul>
<p><b>(1510) PROJECT DELIVERY:</b></p>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 1510</li> <li>○ Allows advanced acquisition of property on the Secretary of US DOT's determination (EPA no longer involved)</li> <li>○ Authorizes Secretary to encourage corridor preservation</li> <li>○ Encourages programmatic approaches to environmental review</li> <li>○ Allows environmental decisions made in planning process to be incorporated by reference into the environmental process subject to determination by the federal lead agency</li> <li>○ Requires the Secretary to issue a record of decision within 120 days of completion of the final environmental impact statement unless requested otherwise by the sponsor or if the Secretary has determined that the sponsor has not complied with NEPA</li> <li>○ Amends 23 USC 327 to extend NEPA delegation pilot to all states (does not extend the program past 2011)</li> </ul>

<p><b>(1511) DISADVANTAGED BUSINESS ENTERPRISE PROGRAM:</b></p>	<ul style="list-style-type: none"> <li>○ Purpose is to ensure that minority and women owned businesses have full and fair access to compete in projects and contracts</li> <li>○ Makes numerous findings indicating that although progress has been made, discrimination is still a barrier taking many forms</li> <li>○ Requires that 10 percent of funds made available for highways, transit and research be expended through small businesses owned and controlled by economically disadvantaged individuals</li> <li>○ States have to compile a list of small business concerns and their location within the state</li> <li>○ Notify US DOT of the percentages of business controlled by women, socially and economically disadvantaged individuals, and women who are also socially and economically disadvantaged</li> <li>○ US DOT required to establish minimum criteria for certifying whether a business qualifies</li> <li>○ Requires the Secretary to issue regulations within 180 days of enactment adjusting the net worth cap and to do so annually on June 30</li> <li>○ Prohibits excessive or discriminatory bonding requirements</li> <li>○ US DOT must establish a training program for State DOT officials</li> </ul>
<p><b>(1512) HIGHWAY BRIDGE INVENTORIES, STANDARDS &amp; INSPECTIONS:</b></p>	<ul style="list-style-type: none"> <li>○ Replaces Existing 23 USC 144 Bridge Replacement</li> <li>○ Requires Secretary in consultation with the states to : <ul style="list-style-type: none"> <li>– inventory all bridges on public roads</li> <li>– Identify those bridges that are structurally deficient or functionally obsolete</li> <li>– Assign a risk-based priority for replacement, rehabilitation</li> <li>– Determine the cost of replacing each structurally deficient bridge</li> </ul> </li> <li>○ Creates national bridge inspection standards that: <ul style="list-style-type: none"> <li>– Are maintained by the Secretary of US DOT</li> <li>– Specify methods for inspection</li> <li>– Establish maximum time periods between inspections set at one year for structurally deficient bridges and fracture critical bridges, and two years for other bridges</li> <li>– Establish inspector qualifications and certification procedures</li> <li>– Require state and federal agencies to make written reports of the inspections and inventory data available to the Secretary of US DOT</li> <li>– Establish procedures for the Secretary to conduct compliance reviews</li> <li>– Provide for testing with state of the art technologies that detects growth activity of fatigue cracks up to 0.01 inches</li> </ul> </li> <li>○ Requires that within 2 years of enactment states and federal agencies recalculate the load rating of all highway bridges and biennially thereafter</li> <li>○ Requires states to institute a bridge management system, the Secretary of US DOT must issue revised regulations 2 years after enactment</li> <li>○ Establishes requirements for bridges not on federal aid highways as a credit to non federal share of funding</li> <li>○ Requires states to inspect privately owned bridges on the border</li> <li>○ Requires a study on the effectiveness of bridge rating systems</li> </ul>

<p><b>(1513) NATIONAL TUNNEL INSPECTION PROGRAM:</b></p>	<ul style="list-style-type: none"> <li>○ Replaces existing 23 USC 151 Bridge Inspection</li> <li>○ Requires US DOT to establish national tunnel inspection standards within 2 years of enactment Program guidance similar to National Bridge Program (1512)</li> <li>○ Sets minimum requirements for the standards that: <ul style="list-style-type: none"> <li>– Specify how inspections are carried out</li> <li>– Establish maximum time period between inspections</li> <li>– Establish qualifications for inspectors and certification requirements</li> <li>– Require state and federal agencies to make written reports of the inspections and inventory data available to the Secretary of US DOT</li> <li>– Establish procedures for the Secretary to conduct compliance reviews</li> </ul> </li> <li>○ Creates a training program for inspectors</li> <li>○ Withholds funding for tunnel projects for those states not meeting compliance beginning 2 years after adoption of standards</li> </ul>
<p><b>(1515) HOV FACILITIES:</b></p>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 166</li> <li>○ Extends the low emission and energy efficient vehicle in HOV lanes program to 2015</li> <li>○ Requires states to report that inclusion of the vehicles will not degrade the HOV lane</li> <li>○ Requires quarterly reports on HOV lane status</li> <li>○ Requires Secretary to transfer ½ percent of STP apportionments to CMAQ if the quarterly report shows degradation or if the agency fails to submit the report. In addition, the Secretary is required to set aside an equivalent amount of Obligation authority adjusted for limitation to the CMAQ program</li> </ul>
<p><b>(1518) BUY AMERICA:</b></p>	<ul style="list-style-type: none"> <li>○ Amends 23 USC 313</li> <li>○ Eliminates ability to segment bridge projects if all segments of the project are included in a single approved environmental document</li> </ul>
<p><b>(1520) ROADWAY, BICYCLE AND PEDESTRIAN, WORK ZONE, AND HIGHWAY-RAIL GRADE CROSSING SAFETY:</b></p>	<ul style="list-style-type: none"> <li>○ Allows Secretary to make grants to improve safety for these areas</li> <li>○ Grants are mostly for data development and increasing awareness</li> <li>○ Work Zone grants can be used to train workers</li> </ul>
<p><b>(1522) EXTENSION OF PUBLIC TRANSIT VEHICLES FROM AXLE WEIGHT RESTRICTIONS</b></p>	<ul style="list-style-type: none"> <li>○ Extends program to 2015</li> </ul>

<b>TITLE III PUBLIC TRANSPORTATION:</b>	
<b>(3002) POLICIES AND PURPOSES:</b>	<ul style="list-style-type: none"> <li>○ Amends 49 USC 5301</li> <li>○ Revises and adds policy declarations as follows: <ul style="list-style-type: none"> <li>– Increasing transit ridership as a national policy</li> <li>– Increasing mobility at reasonable cost</li> <li>– Reducing energy consumption and reliance on foreign oil</li> </ul> </li> </ul>
<b>(3003) DEFINITIONS:</b>	<ul style="list-style-type: none"> <li>○ Amends 49 USC 5302</li> <li>○ Defines clean fuel vehicle as one that is powered by a number of alternative fuels and is certified by the EPA as reducing harmful emissions</li> <li>○ Defines rural area as having a population less than 50,000 and not having been designated as an urbanized area</li> </ul>
<b>(3004) METROPOLITAN PLANNING:</b>	<ul style="list-style-type: none"> <li>○ Amends 49 USC 5303 and conforms in language to 23 USC 134 as amended by Section 1508 (see above)</li> </ul>
<b>(3005) STATEWIDE PLANNING:</b>	<ul style="list-style-type: none"> <li>○ Amends 49 USC 5304 and conforms in language to 23 USC 135 as amended by Section 1509 (see above)</li> </ul>
<b>(3006) URBANIZED AREA FORMULA GRANTS:</b>	<ul style="list-style-type: none"> <li>○ Amends 49 USC 5307</li> <li>○ Adds new definitions: <ul style="list-style-type: none"> <li>– State of Good Repair Investment Plan</li> <li>– Performance target</li> </ul> </li> <li>○ Deletes requirement for expenditure of 1percent of 5336 funding on security enhancements</li> <li>○ Adds Performance Management requirement <ul style="list-style-type: none"> <li>– In general, goals are to improve system condition through maintenance and preservation, bring the system into a state of good repair, increase energy efficiency and environmental benefits of equipment and increase overall system ridership</li> <li>– Requires US DOT to establish performance targets for recipients in the following areas <ul style="list-style-type: none"> <li>• Fleet age</li> <li>• Track condition</li> <li>• Structure condition</li> <li>• Station condition</li> <li>• Energy efficiency of rolling stock, systems, services and facilities</li> </ul> </li> </ul> </li> <li>○ Adds requirement for recipients to complete a State of Good Repair Investment Plan <ul style="list-style-type: none"> <li>– Due to US DOT six months after establishment of performance targets</li> <li>– Updated annually</li> <li>– Document existing condition</li> <li>– Includes a multiyear investment strategy and prioritizes investment among assets by condition, projects, and other costs</li> <li>– Secretary reviews and approves plan and updates failure to gain approval will trigger a 60 day clock to revise the plan or be precluded from obligating funds</li> <li>– Secretary can reduce targets if he or she determines that there</li> </ul> </li> </ul>

	<p>are not sufficient apportionments of federal funds to support the plan</p> <ul style="list-style-type: none"> <li>– Plan must be made a public document</li> <li>– Recipients are required to report annually on their progress in meeting performance targets</li> <li>– Secretary reports annually to Congress</li> </ul>
<p><b>(3007) INTERMODAL AND ENERGY EFFICIENT TRANSIT FACILITIES GRANTS:</b></p>	<ul style="list-style-type: none"> <li>○ Replaces existing 49 USC 5308 Clean Fuels program</li> <li>○ Allows Secretary to make capital grants for: <ul style="list-style-type: none"> <li>– Intermodal passenger facilities</li> <li>– Public transportation facilities to reduce greenhouse gas emissions</li> </ul> </li> <li>○ Selection priority made on energy savings, 5.5 percent of the funds reserved for rural areas</li> <li>○ Federal share of project cost is up to 80 percent</li> <li>○ Funds available for obligation for 3 years, unused funds are recycled to other projects</li> </ul>
<p><b>(3008) CAPITAL INVESTMENT GRANTS:</b></p>	<ul style="list-style-type: none"> <li>○ Replaces existing 49 USC 5309 Capital Investment Grant program</li> <li>○ Generally brings program more in line with Highway project development</li> <li>○ Definition changes: <ul style="list-style-type: none"> <li>– Deletes definition (and requirement for) Alternatives Analysis</li> <li>– Changes new fixed guideway capital definition to include system extensions</li> <li>– Revises “Major Fixed Guideway” to commonly used term of “New Starts” and increase project threshold to \$100 million (from \$75 million)</li> <li>– Adds new definition for “Small Starts” defined as fixed guideway below \$100 million</li> </ul> </li> <li>○ New Starts: <ul style="list-style-type: none"> <li>– Deletes fixed guideway modernization and capital bus and bus facility projects from eligibility for funding</li> <li>– Eliminates alternatives analysis, and instead relies on results of metropolitan planning process preferred alternative</li> <li>– Consolidates preliminary engineering/final design application and approval process into one project development process, which can begin as soon as US DOT is notified by the proponent that the project has been selected as the locally preferred alternative</li> <li>– US DOT evaluation of application now based on comparison to a no action alternative for community benefit and also adds consideration of supportive land use policies</li> <li>– In addition to existing requirements for local financial commitment, US DOT can now consider project elements that are advanced with 100 percent local funds</li> </ul> </li> <li>○ Small Starts: <ul style="list-style-type: none"> <li>– Continues exemption for projects costing less than \$25 million</li> <li>– Essentially follows revised New Starts selection, review and approval processes but with a slightly lesser degree of scrutiny</li> </ul> </li> <li>○ Existing New and Small Starts projects are not included in the revised process if they already have a Full Funding Grant Agreement or Letter of</li> </ul>

	<p>Intent</p> <ul style="list-style-type: none"> <li>○ Allows Secretary of US DOT to issue a Letter of Intent, which is not a commitment of funds</li> <li>○ Requires before and after studies of the project as a condition of the Full Funding Grant Agreement</li> <li>○ May complete an Early Systems Work Agreement if the project has a record of decision, this will allow some work to proceed on a reimbursable basis prior to execution of a Full Funding Grant agreement</li> <li>○ Federal share is limited to no more than 80 percent of net project cost</li> <li>○ Eliminates the use of a cost-effectiveness index in project evaluations</li> <li>○ Contains several provisions to expedite project approvals by US DOT</li> </ul>
<p><b>(300) COORDINATED ACCESS AND MOBILITY FORMULA GRANTS:</b></p>	<ul style="list-style-type: none"> <li>○ Replaces existing 49 USC 5310 and repeals 5316 Jobs Access Reverse Commute and 5317 New Freedom Programs and consolidates them into one program</li> <li>○ Key Definitions: <ul style="list-style-type: none"> <li>– Elderly individual is defined as a person age 65 or older</li> <li>– Low income individual is defined as a person at or below 150 percent of the poverty line</li> <li>– Job Access Reverse Commute Project (JARC) is a project related to transporting welfare recipients and low income individuals to and from jobs and employment related activities</li> </ul> </li> <li>○ Goal of the program is to improve accessibility of public transportation for low income, elderly and disabled</li> <li>○ Grants: <ul style="list-style-type: none"> <li>– For public transportation projects for elderly, disabled, JARC, new alternatives and services beyond Americans with Disability Act requirements</li> <li>– JARC grants can include operating expenses</li> <li>– Acquisition of public transportation services</li> <li>– Administrative expenses not to exceed 10 percent of apportionment</li> <li>– Urban grants administered under 5307 rules</li> <li>– Rural grants administered under 5311 rules</li> <li>– Secretary can waiver administration requirements</li> </ul> </li> <li>○ Apportionment Formula <ul style="list-style-type: none"> <li>– 60 percent based on relative population of elderly, disabled, low income and welfare recipients in each urbanized area</li> <li>– 20 percent based on relative population within each state of population of elderly, disabled, low income and welfare recipients in urbanized areas of less than 200,000</li> <li>– 20 percent based on the relative population within each state of population of elderly, disabled, low income and welfare recipients in rural areas with a population of less than 50,000</li> </ul> </li> <li>○ Recipients of formula funds are required to competitively solicit grant proposals within their respective areas with certain exceptions</li> <li>○ Recipients cannot set limits on operating expenses beyond those specified in the bill</li> <li>○ Performance measures</li> </ul>

	<ul style="list-style-type: none"> <li>- US DOT to develop performance measures within 12 months of enactment</li> <li>- Specifies that at least one measure shall relate to ADA compliance</li> <li>- Recipients must establish performance targets 18 months after enactment</li> <li>- Recipients must develop performance plans based on the program goals, targets, and cumulative annual apportionments from the program</li> <li>- US DOT approves the plans and recipients annually report on their progress</li> <li>- Disapproval of a plan can lead to withholding of funds by US DOT</li> <li>- 2010 Performance targets are based on expenditure of funding</li> <li>o Recipients are required to certify that projects were selected from locally developed public transportation human services plans</li> <li>o Federal Share <ul style="list-style-type: none"> <li>- Capital projects is up to 80 percent</li> <li>- Operating assistance may not exceed 50 percent</li> </ul> </li> <li>o The program will be evaluated by the Comptroller General and the Secretary of US DOT with respective reports to Congress</li> </ul>
<p><b>(3010) RURAL AREA FORMULA GRANTS:</b></p>	<ul style="list-style-type: none"> <li>o Amends 49 USC 5311 Formula Grants to Other than Urbanized Areas</li> <li>o Requires the Secretary of US DOT to report biennially to Congress on effectiveness of the program</li> <li>o Adds program goals focusing on rural mobility and access, increasing Intermodalism and connectivity, increasing the state of good repair, and supporting intercity bus transportation</li> <li>o Limits state set aside for administration, planning and technical assistance to 10 percent</li> <li>o Allows states to use the unsubsidized capital costs for intercity bus service as in-kind match for intercity bus operating funds</li> <li>o Performance Management <ul style="list-style-type: none"> <li>- US DOT Secretary to establish performance measures within 12 months of enactment</li> <li>- Measures to be based on the National Transit Database and aligned with goals of program</li> <li>- State establishes performance targets within 18 months of enactment</li> <li>- States report annually to Secretary</li> </ul> </li> </ul>
<p><b>(3011) TRANSIT RESEARCH GRANTS:</b></p>	<ul style="list-style-type: none"> <li>o Amends 49 USC 5312 Research, Development and Deployment Projects</li> <li>o Allows grants for training projects</li> <li>o Creates a national fuel cell bus technology development program <ul style="list-style-type: none"> <li>- Awards grants on a competitive basis</li> <li>- Federal share is 50 percent</li> <li>- Applies 5309 requirements to grants</li> </ul> </li> </ul>
<p><b>(3012) BUS</b></p>	<ul style="list-style-type: none"> <li>o Amends 49 USC 5318 to add a retesting requirement for modified buses</li> </ul>

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<b>TESTING FACILITY:</b>	if the Secretary so determines that it is needed
<b>(3013) TRANSIT IN THE PARKS:</b>	<ul style="list-style-type: none"> <li>○ Amends 49 USC 5320 Alternative Transit in Parks and Public Lands</li> <li>○ Moves program entirely within US DOT by eliminating consultation with US Department of the Interior</li> <li>○ Adds requirements for the Secretary of US DOT to expedite project delivery</li> </ul>
<b>(3014) WORKFORCE DEVELOPMENT PROGRAMS:</b>	<ul style="list-style-type: none"> <li>○ Replaces 49 USC 5322 Human Resource Programs</li> <li>○ Requires the Federal Transit Administration to establish a National Joint Workforce Development Council within six months of enactment</li> <li>○ Council composed of labor and management representatives from each Regional Workforce Development Board and up to 10 ex-officio members <ul style="list-style-type: none"> <li>– Council required to conduct a study on transit workforce development issues</li> <li>– Identify skill gaps in transit maintenance departments</li> <li>– Develop programs for maintenance and management retention</li> <li>– Develop best practices in training and skill development</li> <li>– Conduct research and make recommendations to US DOT</li> </ul> </li> <li>○ Establishes as yet undefined regional workforce development councils</li> <li>○ Creates grant programs to develop skills in youths, apprenticeship programs, and worker retention programs</li> </ul>
<b>(3017) OFFICE OF EXPEDITED PROJECT DELIVERY:</b>	<ul style="list-style-type: none"> <li>○ Inserts new section 49 USC 5326 to conform to similar program established in 23 USC 330 as amended by Section 1202 of this Act</li> <li>○ Focuses on new starts projects</li> </ul>
<b>(3020) APPORTIONMENT OF APPROPRIATIONS FOR FORMULA GRANTS:</b>	<ul style="list-style-type: none"> <li>○ Amends 49 USC 5336</li> <li>○ Changes 5307 distribution formula for areas less than 200,000 by: <ul style="list-style-type: none"> <li>– Reducing the population factor from 50 to 40 percent, and</li> <li>– Reducing the weighted density factor from 50 to 40 percent, and</li> <li>– Adding a 20 percent factor that is calculated as follows: <ul style="list-style-type: none"> <li>· ½ based on vehicle revenue miles</li> <li>· ½ based on passenger miles</li> </ul> </li> </ul> </li> </ul>
<b>(3021) FIXED GUIDEWAY MODERNIZATION:</b>	<ul style="list-style-type: none"> <li>○ Amends 49 USC 5337</li> <li>○ Establishes goal for program of rehabilitation and maintenance of fixed guideway systems, reducing maintenance backlogs and increasing ridership</li> <li>○ Eliminates tiered distribution formula</li> <li>○ Allows Secretary to make grants</li> <li>○ Grants remain available for 3 years after apportionment, unused apportionments are reallocated by US DOT</li> <li>○ Grants administered through the 5307 program</li> <li>○ Note: several sections have yet to be supplied</li> <li>○ Infers that a performance management requirement will be added later</li> </ul>
<b>(3023) REPEALS:</b>	<ul style="list-style-type: none"> <li>○ Repeals 49 USC 5339 Alternatives Analysis</li> <li>○ Repeals 49 USC 5340 Growing States Formula</li> </ul>
<b>(3026)</b>	<ul style="list-style-type: none"> <li>○ Amends IRS code to allow transit benefit deductions set at the same</li> </ul>



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<b>TRANSPORTATION FRINGE BENEFITS:</b>	<ul style="list-style-type: none"> <li>level as that for parking benefits</li> <li>○ Creates a national transit pass program for federal agencies</li> </ul>
<b>(3027) STREETCAR CATEGORICAL EXCLUSION:</b>	<ul style="list-style-type: none"> <li>○ Requires Secretary to issue a rulemaking on light rail street cars located in existing right of way</li> </ul>
<b>(3028) SAFETEA LU REPEALS</b>	<ul style="list-style-type: none"> <li>○ Repeals <ul style="list-style-type: none"> <li>– Section 3009 (i) Contracted Paratransit Pilot</li> <li>– Section 3011(c) Public Private Partnership Pilot</li> <li>– Section 3012(b) Elderly and Disabled Pilot</li> <li>– Section 3045 Fuel Cell Bus Technology</li> <li>– Section 3046 Allocations for National Research and Tehnology Programs</li> </ul> </li> </ul>

<b>TITLE VI RAIL ADMINISTRATION</b>	
<b>(6001) HIGH SPEED RAIL:</b>	<ul style="list-style-type: none"> <li>○ Amends 49 USC 26101 through 26106 relating to High Speed Rail</li> <li>○ Corridor Planning: <ul style="list-style-type: none"> <li>– Allows Secretary of US DOT to provide assistance to applicants for high speed rail corridor planning at up to 80 percent of project cost</li> <li>– State and local 20 percent matching sources cannot include other federal funds</li> <li>– Allows use of funds for: <ul style="list-style-type: none"> <li>· Environmental assessments</li> <li>· Feasibility studies</li> <li>· Economic analyses</li> <li>· Community economic impact analyses</li> <li>· Operational planning</li> <li>· Route selection analysis</li> <li>· Preliminary engineering and design</li> <li>· Identification of improvements</li> <li>· Financial plan development</li> <li>· Public Private Partnership creation</li> </ul> </li> <li>– Secretary to select recipients based on project relationships to corridor plans, metropolitan and statewide planning, and interconnection with national transportation system</li> </ul> </li> <li>○ Technology Improvements: <ul style="list-style-type: none"> <li>– Allows Secretary of US DOT to carry out research, development and demonstration of high speed rail technologies</li> <li>– Creates and appropriates an unspecified amount of funding for grants for this purpose</li> </ul> </li> <li>○ Safety Regulations: <ul style="list-style-type: none"> <li>– Requires Secretary of US DOT to promulgate safety regulations</li> </ul> </li> <li>○ Corridor Development <ul style="list-style-type: none"> <li>– Requires Secretary of US DOT to implement a development program that provides grants for capital projects</li> <li>– Competitive selection process based on specified criteria</li> <li>– Project will need to demonstrate: <ul style="list-style-type: none"> <li>· Public return on investment</li> <li>· Transportation benefits</li> <li>· Positive economic and employment impacts</li> <li>· Energy efficiency and environmental quality consideration</li> <li>· Livable community support</li> </ul> </li> <li>– Can make grants for up to 80 percent of capital cost</li> <li>– Secretary can issue letters of intent to obligate funds</li> </ul> </li> </ul>
<b>(6005) RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM (RRIF):</b>	<ul style="list-style-type: none"> <li>○ Reduces interest paid on direct loans</li> <li>○ Allows credit risk premiums to be spread over the life of a loan</li> <li>○ Allows recipients to provide private insurance</li> <li>○ Requires recipients to comply with Buy America</li> </ul>
<b>OTHER:</b>	<ul style="list-style-type: none"> <li>○ Reauthorizes Rail Line Relocation Program</li> </ul>

	○ Reauthorizes Short Line Capital Grant program
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# House Transportation and Infrastructure Committee Surface Transportation Authorization Act Summary

## **Funding Levels**

A total of \$500 billion in funding would be provided under the STAA over six years. This includes \$337.4 billion for highway programs, \$99.8 billion for transit (including \$12.2 billion from the general fund), as well as an additional \$50 billion for high speed rail not funded out of the Highway Trust Fund.

## **Policy and Organization**

### **Performance Based Program**

STAA will include program-specific performance standards and measures “that will hold funding recipients accountable for their choices on projects and the impact that those choices will have on meeting national objectives.” The draft notes “performance standards will be tailored to the particular challenges of a State or metropolitan area as part of an overall long-term plan for investing surface transportation funds.”

For example, the Critical Assets Investment (CAI) program requires US DOT to establish performance targets for each state to reduce deck area of structurally deficient bridges on the Interstate and National Highway Systems and reduce lane miles on the Interstate and National Highway Systems that are in poor or fair condition. These targets would establish percentage reductions in these levels that each state must achieve. Each state would have to develop a CAI investment plan to describe its strategy for using funding to meet performance targets as well as an annual report on use of funds and progress toward meeting performance targets. US DOT would withhold project approvals if the proposed use of funds is inconsistent with the state’s CAI plan. A similar system would be used for the Highway Safety Improvement Program.

### **Intermodalism**

An Office of Intermodalism led by an Under Secretary of Intermodalism will be established within the Office of the Secretary. The Under Secretary will administer the Metropolitan Mobility and Access and Projects of National Significance programs and National Infrastructure Bank. STAA will also revitalize the DOT Council on Intermodalism.

### **National Transportation Strategic Plan**

The Under Secretary for Intermodalism will have responsibility for developing and implementing a long-range multimodal National Transportation Strategic Plan that will have state long-range plans as its foundation.

### **Comprehensive Street Design/Practical Design**

STAA will require that all federal-aid projects consider comprehensive street design principles that take into account the needs of all users, including bicyclists, pedestrians, and individuals with disabilities. Projects will also be required to consider practical design standards.

## **Office of Livability**

STAA will create an Office of Livability within FHWA that will be a “focal point . . . to advance environmentally sustainable modes of transportation, including transit, walking, and bicycling” and “will encourage integrated planning, linking land use and transportation planning, to support the creation of livable communities.” The Office of Livability will administer the Safe Routes to School, Transportation Enhancements, Recreational Trails, and Scenic Byways programs. It will also produce and disseminate best practices and technical assistance on land use/transportation integration, transit oriented development, comprehensive street design, and practical design.

## **Planning**

- *Blueprint planning in metropolitan areas:* Metropolitan areas larger than 500,000 wishing to receive Metropolitan Mobility and Access funding would be required to undertake “Blueprint” alternative scenario planning that assesses land use patterns, housing supply, reducing greenhouse gas emissions, and livable communities, among others.
- *MPO size:* The population threshold for establishment of an MPO is raised from 50,000 to 100,000. Existing MPOs smaller than the new minimum floor would be allowed to remain as MPOs.
- *Greenhouse gas emissions reductions:* STAA will link transportation planning with GHG emissions reductions. EPA, in consultation with DOT, will establish national emissions reduction goals. Under the existing planning process, DOT will require states and MPOs to develop GHG emission reduction targets and then incorporate strategies to meet these targets into their transportation plans. Performance measures will be used by DOT to verify that states and MPOs achieve progress toward GHG emissions reduction goals.
- *Freight:* Each state will be required to develop a freight plan and establish a freight advisory committee. DOT will establish quantifiable performance measures on speed and reliability of freight movement and work with states to set state-specific targets for each measure.

## **National Infrastructure Bank**

The National Infrastructure Bank will finance highway, transit, rail, and intermodal freight projects, with priority for large capital projects that have significant national or regional economic benefits. The bank will provide grants and credit assistance as well as bonding authority to projects under the Metropolitan Mobility and Access, Projects of National Significance, and High-Speed Rail initiatives.

## **Office of Expedited Project Delivery**

STAA creates offices within FHWA and FTA to improve the project delivery process by eliminating duplicative procedures and shepherd large, complex projects through environmental review, design, and construction.

## **Tolling and Pricing**

All of the pilot programs used by US DOT to grant authority to states to toll are eliminated in favor of a “single, centralized source of Federal toll authority.” Federal oversight of tolling on the federal-aid highway system will be implemented, including review of toll rates, toll rate

adjustment methods, and plans to mitigate toll impacts. Metropolitan areas appear to receive greater flexibility in use of congestion pricing and tolling. The Interstates would be kept toll-free “except under narrowly-defined circumstances,” and FHWA would gain additional authority to review public-private partnerships.

## **Highway Programs**

### **Core Programs**

STAA will consolidate the existing six core programs:

- *Critical Asset Investment.* This program, which will focus on bringing the National Highway System into a state of good repair, will consolidate the primary highway preservation programs: Highway Bridge, Interstate Maintenance and National Highway System.
- *Highway Safety Improvement:* A number of programs are consolidated into existing HSIP, including High Risk Rural Roads, Highway-Railway Grade Crossings, Operation Lifesaver, and Work Zone Safety.
- *Surface Transportation:* STP will remain in place with minor changes.
- *Congestion Mitigation and Air Quality Improvement:* CMAQ will remain in place with minor changes.
- *Freight Improvement:* A new freight program will provide states formula funding for freight and goods movement projects and freight planning. Funding will be focused on the NHS and secondary freight routes.

The fate of the largest core program—Equity Bonus, which ensures distributional equity among states—is not clear. It is also not clear whether consolidated programs such as Bridge will continue to have set-asides or special requirements within the larger programs into which they are consolidated.

### **Additional Programs**

- *Metropolitan Mobility and Access.* This new program, funded at \$50 billion over six years, “requires communities to develop metropolitan mobility plans to articulate each region’s comprehensive local strategies for addressing surface transportation congestion and its impacts.” US DOT and the National Infrastructure Bank will be empowered to provide grants, loans, federal credit support, bonding authority, and other financial tools “to help metropolitan regions implement their plans and finance a range of strategies, including . . . [among other things] congestion pricing . . .”
- *Projects of National Significance:* This program, funded at \$25 billion over six years, will build on the existing Projects of National and Regional Significance program and consolidate a number of existing programs into a single grant program focused on improving freight mobility by funding high-cost projects with significant national economic benefits. Projects will be selected through an open, competitive process based on national economic, mobility, and safety benefits. DOT and a National Infrastructure Bank will provide grants, loans, federal credit support, bonding authority, and other financial tools to states to finance these nationally significant projects.

## **Terminated Discretionary Programs**

A number of discretionary programs that have provided funding to Oregon are terminated: Freight Intermodal Distribution Pilot, Highway Bridge Discretionary, Highways for LIFE, Interstate Maintenance Discretionary, National Historic Covered Bridge, Transportation, Community and System Preservation are among those proposed for elimination. Many of these were earmarked by Congress.

## **Transit Programs**

### **Program Structure**

The majority of transit funding will be focused in four core categories:

- Urban and rural formula
- Fixed Guideway Modernization program
- Coordinated Access and Mobility (CAMP), to provide mobility and access to transit-dependent individuals; this would consolidate the Elderly Individuals and Individuals with Disabilities, JARC and New Freedom programs
- New Starts and Small Starts

A new Intermodal and Energy Efficient Transit Facilities program would also be established.

### **New Starts Reforms**

STAA will restructure New Starts/Small Starts to speed project delivery and “ensure that all of the benefits of the proposed projects are fully evaluated.”

## **High-Speed Rail**

STAA will provide \$50 billion over six years from outside the Highway Trust Fund for a High-Speed Rail Initiative for high-speed rail corridors (including the Northwest Corridor). DOT and a National Infrastructure Bank will provide grants, loans, federal credit support, bonding authority, and other financial tools to states to finance these corridors.

## **Safety**

STAA will consolidate most of the existing safety programs into one combined Highway Safety grant program with a single application. States will be required to produce an annual performance-based safety plan that identifies fatality and injury targets. The following programs would be consolidated into the Highway Safety program: Alcohol-Impaired Driving Countermeasures, Child Safety and Child Booster Seat Safety, Motorcyclist Safety, Occupant Protection, and Seat Belt Performance. The Innovative Projects, Seat Belt Incentive, and State Highway Safety Data Improvements programs would be eliminated.

## **Motor Carrier Safety**

STAA will consolidate a number of motor carrier programs into one streamlined MCSAP grant program that is more performance-based.



### ***Tolling Policy Development and the Tolling White Papers***

- Advances in Technology
- Tolling in Oregon limited to Columbia River Bridges
- OTC Established Strategies in 2006 OTP
- White Papers to Explore Policy and Methodological Issues
- Decision Makers and Public Unfamiliar with Tolling and Pricing (esp. in the western US)



### ***Cambridge Systematics 2007 report to the Oregon Transportation Commission***

- "The Future of Tolling in Oregon: Understanding How Varied Objectives Relate to Potential Applications"





### ***Tolling Objectives and Applications Matrix***

	Objectives			
Applications	Funding	Congestion Relief	Environmental	Economic Growth
Build New Tolloed Lanes				
Convert Mixed Flow				
Convert HOV to HOT Lanes				
Build Tolloed Truck Lanes				
Implement Cordon Pricing				



### ***Tolling White Papers 2009***

Paper #1:  
Greenhouse Gas Emission Impacts of Tolling and Pricing Strategies  
John Suhrbier (principal author) and Jack Henneman, Cambridge Systematics

Paper #2:  
Geographic and Situational Limits of Tolling  
June Carlson (principal author) and Ben Perez, Parsons Brinckerhoff

Paper #3:  
Tolling and Travel Demand Model Sufficiency  
Dr. Rosella Picado (principal author) and Dr. Peter Vovsha, Parsons Brinckerhoff

Paper #4:  
Economic Evaluation of Improved Reliability  
Steve Fitzroy, Ph.D. (principal author), Economic Development Research Group



## ***Tolling White Papers 2009***

Paper #5:

Assessing the Economic Effects of Congestion Pricing

Jeffrey Buxbaum AICP (principal author) and Christopher Wornum,  
Cambridge Systematics

Paper #6:

Economic Comparison of the Alternatives for Tolling Projects

Steve Landau, MA (principal author) and Glen Weisbrod, M.A., M.S.,  
Economic Development Research Group

Paper #7:

Truck-Only Toll Lanes

Iris Ortiz, Ph.D. (principal author), Cambridge Systematics

## Topic: forecasts

### Group questions:

- What are the risks or opportunities of planning for a high or low household forecast?
- Where in the range should we choose to plan? Why?

### Background:

This spring, Metro produced a range population and employment forecast for the larger 7-county area (Clackamas, Multnomah, Washington, Clark, Columbia, Skamania, and Yamhill counties). There is a 90 percent chance that growth will fall within the forecast range. A preliminary analysis suggests that about 74 percent of the 7-county area's forecasted jobs and about 62 percent of its forecasted households will need to be accommodated in the Portland Metro UGB. Assuming these capture rates, the total number of households and jobs that are expected within the Metro UGB by the year 2030 is summarized as follows:

2030 forecast (Metro region)	Low end of range	High end of range
Households	730,000	805,000
Jobs	975,000	1,200,000

In making growth management decisions, the Metro Council will need MPAC's advice on what amount of household and job growth to plan for. Given the inherent uncertainty of forecasting 20 years into the future, there is a need for policy deliberation that weighs the risks and opportunities of planning for different points on the range. For instance:

- What are the risks of expanding the UGB too much or too little?
- What are the risks of under or over investing in infrastructure?
- What are the risks of expanding the UGB into areas we can't afford to serve?
- What are the risks of addressing growth by focusing limited resources in existing centers and corridors or in UGB expansion areas?

### Breakout Group decision:

1. One member felt we should be planning for the high end of the employment forecast and the low end of the household forecast. This is the future that would be best for our citizens, lots of jobs resulting in the most prosperity.
2. Another member felt we should be planning for the mid-to-high range for both jobs and households. Land supply for jobs is needed to be competitive in a global marketplace. Land supply for households is needed to provide people with choices.
3. Concern was expressed that based upon recent experience, we can't afford to serve future UGB expansions.
4. The full group felt that we should see if the compilation of local aspirations will meet our projected demand.
5. The group felt that we cannot abandon our downtowns, especially downtown Portland so it is not really a choice to redevelop vs. expand the UGB.
6. The group asked for more information on the distribution patterns of past household and employment growth, particularly whether the published capture rates (74% and 62%) are holding in recent years. Concern was expressed that our policies are driving more growth toward neighboring jurisdictions.
7. Using a cooking metaphor, it was suggested that you can always add more salt to the recipe to get the right flavor but if you add too much, you can't remove any. We should err on the side of limiting expansion of the UGB because we can always add more.

### MPAC Response:

## Topic: urban growth boundary considerations

### Group question:

- What conditions should be met before the region expands the UGB?

### Background:

Metro is in the midst of performing its periodic analysis of the UGB's capacity to accommodate the next 20 years of residential and employment growth. Past UGB expansions have demonstrated that land availability on its own does not result in development. If a UGB expansion is ultimately deemed necessary (and urban reserves are in place), MPAC and the Council may want to consider a number of factors, such as:

- What is the status of concept planning?
- Are there commitments to make infrastructure finance available?
- Is governance agreed to?
- Would an expansion support an existing center, industrial or employment area?
- Has there been significant progress in accommodating growth in centers, corridors, industrial, employment, and recent UGB expansion areas?

### Breakout Group decision:

1. This group addressed conditions to consider for future UGB expansion assuming a regional decision had been made that expansion is needed.
2. Concept Planning should be required before land is brought into the UGB.
3. Infrastructure investment requirements and funding commitments should be made before land is brought into the UGB.
4. Governance should be agreed to before land is brought into the UGB and the land should be contiguous to the jurisdiction taking governance responsibility.
5. There should be agreement to performance goals for the current UGB and we should monitor progress toward these goals.
6. We should evaluate the adequacy of the effort local governments are making toward achieving refill goals.
7. A question was raised on who has financial responsibility for Concept Planning for these new Urban Reserves.
8. Concern was expressed that there is interplay between expansion in one jurisdiction and the impact that has on center development in an adjacent jurisdiction.
9. There should be a conscious effort to target resources to the areas where development is desired.

### MPAC Response:

## Topic: investments in redevelopment and infill (refill)

### Group questions:

- What are the risks and opportunities of planning for a high or low rate of redevelopment and infill (refill)?
- What are the risks and opportunities of not pursuing an aggressive redevelopment and infill rate (refill)?
- What would it take to increase future redevelopment and infill (refill) rates?
- What refill rate should we plan for?

### Background:

The estimated cost of building the public and private facilities needed to accommodate growth in jobs and housing in the three-county Portland region through 2035 is \$27-41 billion. Traditional funding sources are expected to cover only about half that amount. Even if the region does not experience this projected growth, \$10 billion is needed just to repair and rebuild our existing infrastructure. All options are expensive—costs cannot be avoided by focusing growth in centers and corridors or by expanding the UGB. Where we choose to spend limited public dollars will determine where growth will occur and the quality of our communities.

In making growth management decisions, MPAC and the Metro Council must determine what portion of future growth is likely to occur through redevelopment and infill (refill). Higher redevelopment and infill (refill) rates reduce the potential need for UGB expansions. Between the years 2000 to 2006, 15 to 35 percent of residential growth occurred through redevelopment and infill (refill average of 27 percent). Scenario modeling indicates that, with current policy direction and investment commitments, future residential redevelopment and infill (refill) rates are likely to be even higher (30 to 33 percent refill) because of increased demand for close-in, mixed-use locations.

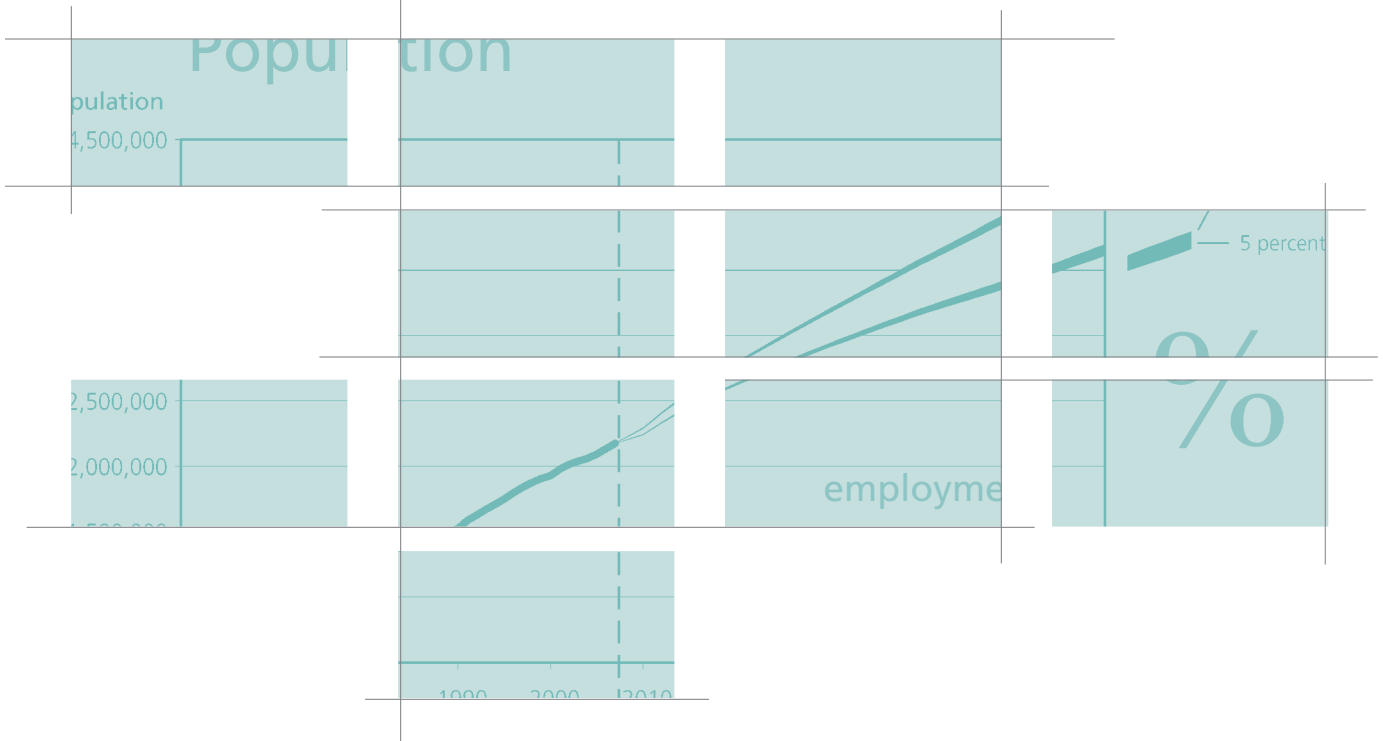
Public investments can further increase the amount of redevelopment and infill (refill) that occurs inside the existing UGB. Modeled scenarios suggest redirecting existing public investments to focus more on centers and corridors, accompanied by a tight UGB policy, may result in up to about 45 percent of residential development occurring through redevelopment and infill.

### Breakout Group decision:

1. We need clear examples of redevelopment and infill to better understand different density levels and to allay concerns about inappropriate development in neighborhoods.
2. Information is needed on where the trends are taking us.
3. We need to be clearer about what kind of communities we are creating.
4. Concern was expressed that we have lost the MPAC agendas involving sharing of information on local aspirations.
5. Information is needed on progress in meeting density targets in Concept Planning areas in order to better understand how much growth can be absorbed.
6. One of the consequences of not hitting our refill targets is that we don't realize the ridership targets needed to support HCT investment.
7. Another is there is not enough of a household base to support desired businesses.
8. Questions were raised on who pays for needed infrastructure.
9. Concern was raised about not just letting brownfields just sit un-redeveloped.

### MPAC Response:

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EXECUTIVE SUMMARY

# 20 and 50 year

**Regional population and employment  
range forecasts**

March 2009 draft



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Executive summary




PRELIMINARY URBAN GROWTH REPORT

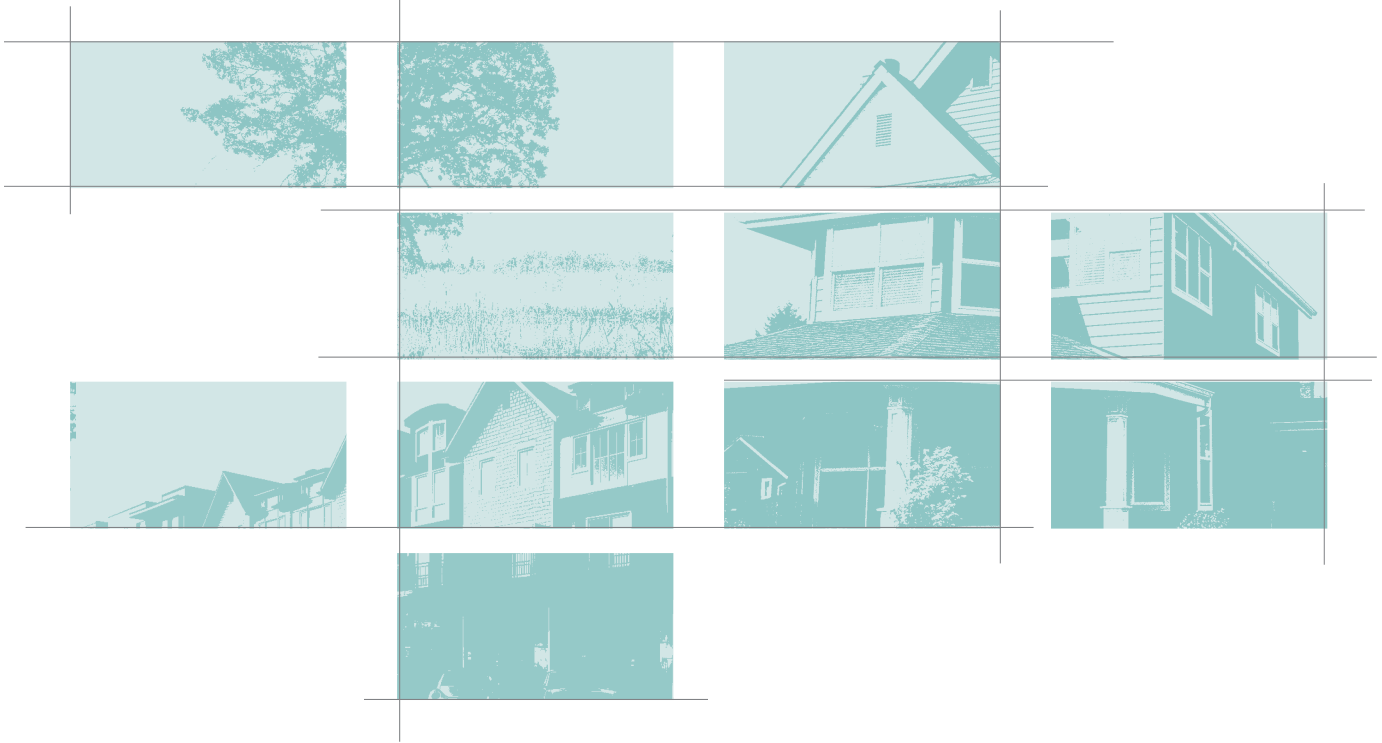
2009 – 2030

**Employment – Executive Summary**

May 2009

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PRELIMINARY URBAN GROWTH REPORT

# 2009 – 2030

**Residential – Executive Summary**

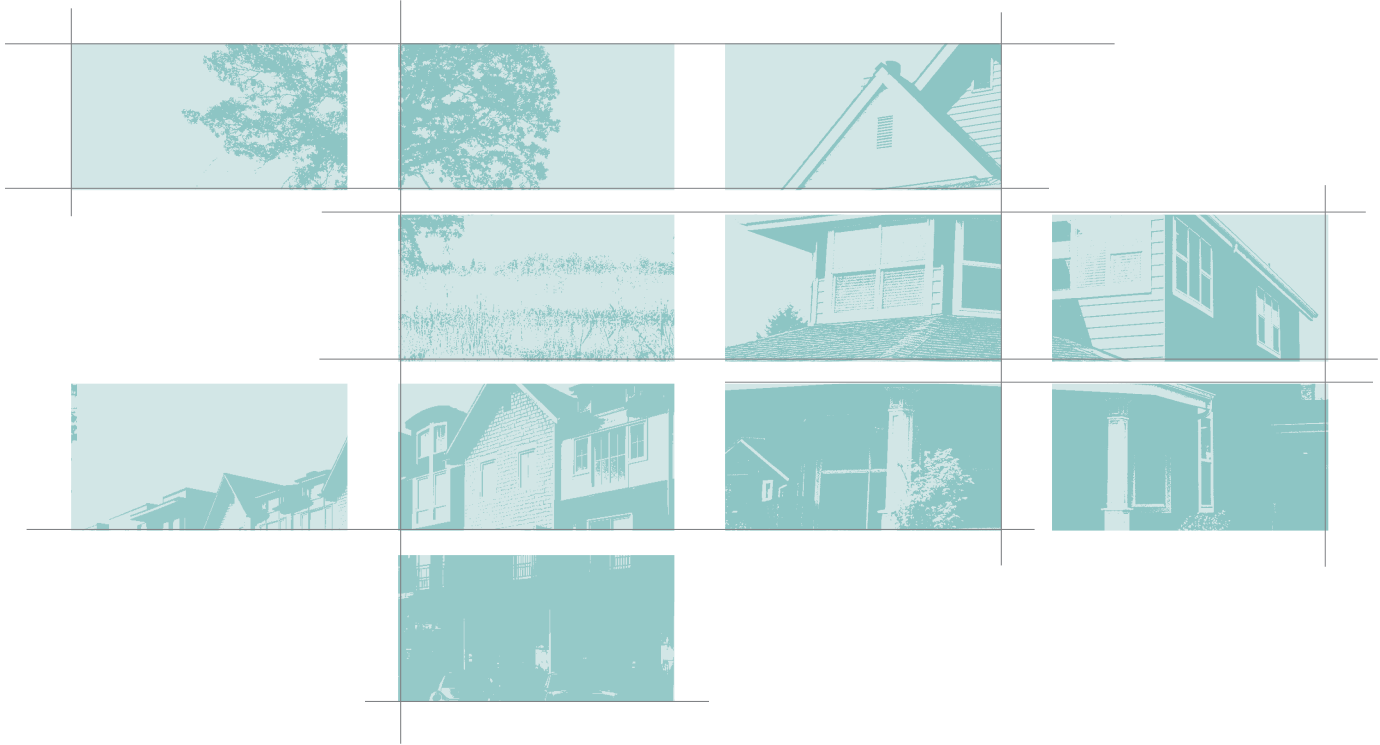
March 2009 draft



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EXECUTIVE SUMMARY

# 2009 – 2030

**Preliminary housing needs analysis**

*April 2009 draft*



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